

ALL HANDS

MAY 1980



in this issue:
**Naval Air's
Evolution**



FOUR OF A KIND—Showing off their quadruplets born March 13 at Tripler Army Medical Center in Hawaii are Cryptologic Technician (Interpretive) First Class Robert Thomas and wife, Gail. The infants, David Kent, Ian Edward, Janan Carina and Christa Raina, are believed to be the first quadruplets born in Hawaii since 1930. Photo by JO2 Jim Bryant.

ALL HANDS

MAGAZINE OF THE U.S. NAVY—57th YEAR OF PUBLICATION
MAY 1980 NUMBER 760

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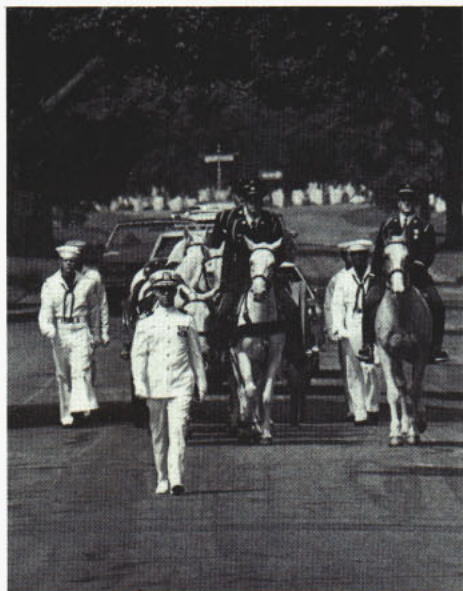
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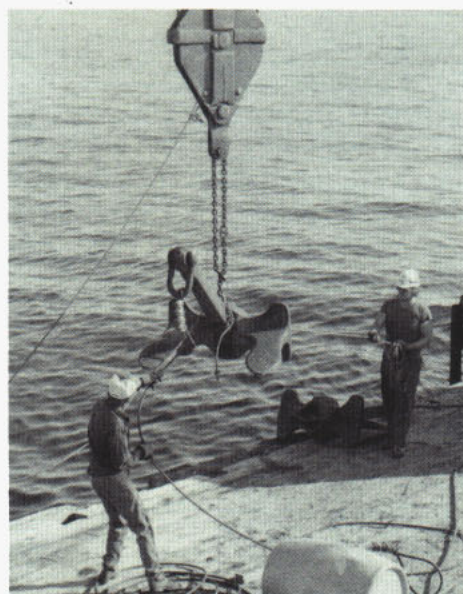
Artist's conception of the Navy's early Curtiss R-6 seaplane by DM1 Ed Markham. For more of Markham's work, see page 12.

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Currents

White Plains on Extended Duty



For the second time during the current Indian Ocean contingency the combat stores ship USS *White Plains* (AFS 4) has returned for extended duty, providing logistics support to the two carrier task groups operating in the Arabian Sea. USS *White Plains*, known throughout the Western Pacific as the "Orient Express," returned in mid-March with tons of supplies bound for USS *Nimitz* (CVN 68) and USS *Coral Sea* (CV 43) task groups operating in the Arabian Sea. While commanding the task group, Rear Admiral W. A. Gureck visited USS *White Plains* to observe recent replenishment operations and commended the crew on its performance. "From where we are, the Orient Express has done an excellent job all the way around; everyone is impressed with your evolutions over here and with your quick response." Receiving sailing orders on Thanksgiving Day, *White Plains* left her Yokosuka, Japan, home port on Nov. 26 and entered the Indian Ocean in early December where she commenced replenishment operations to the two task groups which were led, at that time, by USS *Midway* (CV 41) and USS *Kitty Hawk* (CV 63). During that three-month period, the 400-man crew, which includes Helicopter Support Squadron Three (Detachment 1060), transferred more than 2,100 tons of supplies and transferred 600 personnel between ships of the two task groups.

Turn It Down, Turn It Off, Walk

Commands that put 10,000 miles on assigned government-owned and leased vehicles during March-April 1979 are going to have to get by with 9,000 miles during those months of 1980. That and other directions are in ALNAV 026/80 on reduction of energy consumption. "The seriousness of the energy problem coupled with its long-term nature demands the best and most innovative solutions," the message says. The problem is, the best and most innovative answers haven't been forthcoming in enough cases. A presidential directive last year ordered a 5 percent cut in Department of Defense facilities energy consumption and gasoline use. For the Navy, this applied specifically to all shore facilities use and administrative uses as measured by motor gasoline consumption. The responses have been a 1.7 percent cut in shore facilities energy use and a reduction of only 0.6 percent in gasoline usage. The latest orders tell commands to examine energy use since April 1979. If they have failed to meet usage reduction goals, they are further directed to take all feasible actions in that direction. All commands have also specifically been ordered to reduce total mileage driven in government-owned or leased vehicles 10 percent during March and April as compared with totals for those months in 1979.

Geothermal Energy to Heat Keflavik Base

The U.S. government has signed a 10-year agreement with the Sudurnes Regional Heating Corporation of Iceland. Under terms of the agreement, the United States will purchase geothermal heat from the company and pay its share of the capital cost necessary to obtain the heat. The heat will come from sources deep under Iceland's surface where volcanic masses heat water which seeps down to them. Wells, drilled down to these heat sources, allow high temperature brine to come to the surface. There, through heat exchangers, it is used to generate steam which already is used throughout much of Iceland for heating during the prolonged winter season. The geothermal heating will save more than 70 million gallons of heating oil during the 10-year contract. At the same time, it will reduce air pollution, save money, bolster the Icelandic economy, and fulfill a country-to-country agreement made in 1974.

Uniform Change Wrap Up



All E-5 male Navy members may now wear the jumper-style uniform on an optional basis. The pullover-style blue utility shirt's life has been extended. White gloves are no longer required for female officers and chiefs when wearing service dress blue. Those and other interim changes to Navy uniform regulations have been announced. The blue jumper-style uniform has previously been authorized for optional wear by E-1-E-4 Navy men and those promoted to E-5. Effective immediately, the option to wear this uniform is extended to all E-5 men. Those Navy members who were on active duty prior to May 1, 1980, will be required to have the new uniform by May 1, 1983. It will be issued to recruits coming aboard on or after May 1, 1980. Other uniform changes include:

- The new white, long sleeve, soft shoulder board shirt is now an optional item for wear by male officers with service dress blue. It is to be worn without the service dress blue blouse in working spaces and adjacent interior areas.

- Use of the pullover-style blue working shirt is extended to Oct. 1, 1980. It had previously been announced for deletion on Oct. 1, 1979.

- New female-sized chambray shirts and denim dungarees, recently introduced for optional wear, are now authorized for wear with the blue working cap, command baseball-style cap, or garrison cap.

- Medical personnel who wear white uniforms throughout the year are now authorized to wear overcoats (officers, CPOs and females E-6 and below), peacoats (E-6 and below), and reefers (officers and CPOs) during winter.

- The blue windbreaker, recently authorized for all Navy personnel with summer blue, winter blue and winter working blue, may now be worn with summer white.

- Safety shoes are required seabag items for all male E-1—E-6 members.

- Black vinyl handbags will replace increasingly costly leather handbags for female personnel. A similar white handbag, for female officers and CPOs, is being developed for use with summer white uniforms.

- NAVOP 038/80 authorizes wear of the jumper-style uniform by male E-5s, while other changes to uniform regulations are announced in OPNAVNOTE 1020 of Feb. 8, 1980.

President Asks for New Physicians Pay Act



President Carter has rejected the Uniformed Services Health Professional Special Pay Act of 1980 (H.R. 5235). In so doing, he called on Congress to reconsider the administration proposal on this issue as soon as possible, telling the Congress, "While I'm compelled to disapprove H.R. 5235, let me emphasize my commitment to alleviate the shortage of physicians in the armed forces." The president asked the Congress to review his proposal to increase selective special and bonus pay to attract and retain military physicians during what was expected to be a temporary period of shortage. The president stated his reasons for vetoing the bill centered on broadening of the original proposal by the Congress, causing what he termed unnecessarily expanded scope and expense. He told members of the Congress, "If we are to check the inflationary pressures that now prevail throughout the economy, we must exercise genuine restraint in federal spending." He specifically pointed out the rejected bill called for permanent versus temporary bonuses, covered medical doctors in other than the armed forces, included personnel in areas not deemed as critical as physicians, and was too expensive.

Rapid Deployment Force Discussed

Deputy Secretary of Defense W. Graham Claytor Jr. told members of the Seapower Subcommittee of the House Committee on Armed Services of three separate proposals for the Rapid Deployment Force Project during testimony on March 5. Secretary Claytor described one proposal as a long-term project contained in the FY 81 budget and five-year plan. This is a major initiative involving new ship construction for the Navy. These ships will be deployed around the world, preloaded with combat stores and equipment, ready to be sailed to trouble spots where they would be met by forces flown in from other locations. These ships—known as PD 214's or T-AKX's—are programmed for procurement through 1986. Noting a need for introducing an immediate rapid response capability, Secretary Claytor next described a near-term answer. He told the congressmen the Navy is proceeding to charter one or two roll-on/roll-off (RO/RO) ships with the intent of establishing a seven-ship prepositioned force afloat at an Indian Ocean anchorage—probably Diego Garcia. The force would be composed of RO/RO ships, break-bulk ships, and tankers—all from existing assets. The proposed force could support a Marine amphibious brigade (10,000 men) and several Air Force fighter squadrons. The secretary said the force could be in place this summer. The third plan Secretary Claytor described involves acquisition of Sea-Land Services container ships known as SL-7's. These ships, capable of steaming at 33 knots, have become uneconomical for commercial operation with prevailing fuel costs. This speed capability is attractive for rapid sealift use, and there are possibilities the ships could be secured on a trade-in plan whereby their present operators would get new construction diesel-powered ships built in U.S. shipyards. Sea-Land currently has eight SL-7 ships. Secretary Claytor summed up his testimony saying maritime prepositioning offers an efficient way to bring heavily-armed units into distant areas around the world on short notice.

Navy Correctional System Stiffened

CNO has directed a series of actions intended to increase the deterrent value of confinement. CNO explains these moves as measures to ensure Navy members understand confinement in a Navy brig entails strict discipline and hard work, and that the purpose of such treatment is to deter misconduct and to rehabilitate errant members for return to the fleet as productive sailors. These actions follow an examination of the corrections system by a study group comprised of OPNAV, JAG and fleet representatives. Recommendations emphasized improving military standards and other moves to improve success rates in returning confined personnel to the fleet as productive sailors. Terminology concerning the confinement facilities and those confined in them will now more accurately reflect the nature of the punishment of confinement. The facilities will again be known by the traditional Navy term—brigs. Those sentenced to confinement will be called prisoners instead of confinees. CNO also directed that prisoners sentenced to confinement at hard labor shall work at least as arduous a work week as that averaged by fleet sailors at sea. More changes may be in the offing too, as CNO Admiral Hayward has recommended to the Secretary of the Navy that the Navy seek authority to terminate the DOD-presented base parole program and to transfer all long-term (over six months) prisoners to federal prisons.

President Signs Bill for Navy Memorial



The president signed a bill on Wednesday, March 5, authorizing the U.S. Navy Memorial Foundation to erect a memorial on public grounds in the Washington area in honor and in commemoration of the men and women who have served the Navy throughout its history. The foundation is working with the Secretary of the Interior on the design and construction of the memorial and selection of the site in Washington, D.C. No public funds will be used in building the memorial. Rear Admiral William Thompson, USN (Retired), foundation president, stated that design competition will commence within two months and construction is planned for late 1981. Former Secretary of the Navy and Foundation Board Chairman, J. William Middendorf II, described the structure as a "living" memorial which will contribute to the enrichment of local citizens and visitors to the nation's capital. Concepts being considered include a water park and an amphitheater to be used by all service bands and other groups of the performing arts. Persons desiring more information on the Navy Memorial Foundation may write: U.S. Navy Memorial Foundation, P.O. Box 332, McLean, Va. 22101.

In Brief

Commissary Shoppers Save . . . Commissary store shoppers save more than 20 percent compared to prices in the civilian market according to recent surveys. Although figures vary from location to location, commissary shoppers save 31.4 percent on produce, 23.3 percent on meats, and 20 percent on other grocery items.

SecNav on the

"Our personnel problems are immediate and serious," said Secretary Edward Hidalgo in his first posture statement as secretary of the Navy before the Defense Subcommittee of the House Appropriations Committee. "We ask much of our Navy and Marine Corps men and women, and it is clear that we are not compensating or otherwise motivating them sufficiently to sustain their desire to give it."

Along with his view of the Navy's personnel situation in his February presentation, Secretary Hidalgo gave an overview of the fiscal year 1981 budget which he characterized as "reasonably balanced and forward-looking" but which still leaves many vital issues unanswered.

"Our budget, while it may seem large to some, is actually austere," said the secretary.



The proposed budget allows for:

- Increasing the Department of the Navy's margin of maritime and overall defense spending.
- The strongest shipbuilding plan in the last three years.
- Design and production, or upgrade, of "high capability, high technology" systems to combat an increasingly sophisticated enemy.
- Sustaining readiness initiatives and making an "unequivocal commitment" to maintaining U.S. maritime superiority.
- The beginnings of the Rapid Deployment Force.
- Recognizing the necessity of anticipating higher rates of inflation than previously acknowledged.

Overall, the secretary said the budget is "merely the gateway to a very long and difficult road back toward the more assured margin of maritime superiority we enjoyed several years ago."

In addressing the Navy Department's current and future posture, he commented on areas ranging from the complexities of naval force planning to the pace of the Navy's shipbuilding program and its effect on readiness.

Naval Forces

"The situation in the Middle East and South Asia cast in stark relief the great utility of powerful, offensively capable maritime forces," said Secretary Hidalgo. "The Navy and Marine Corps are responding to the crisis with a flexibility and can-do spirit which merits our greatest respect." The secretary said that such forces are of "enormous strategic importance" to the United States.

Calling attention to these current crises, SecNav tied the situation to ship force levels and force planning.

"Even with record high peacetime deployment rates, our Navy and Marine forces worldwide are the most thinly spread within memory." Secretary Hidalgo pointed out that force planning is a continuing concern and that immediate action is required "if we would substantially affect our forces in the year 2000."

He illustrated his point by explaining that if the fleet should be ten percent larger at that time—an increase of about 50 ships—we would have to add three ships each year to our current building plan, continuing through at least 1996.

Missions and programs

"Rapidity of response is a traditional role for the Navy and Marine Corps," said the secretary, supporting the new Rapid Deployment Force concept. He said this new force would require "new ways of doing things" and 14 ships have been included in our shipbuilding plan for this purpose.

State of the Navy

Addressing complementarity between our forces and those of our allies Secretary Hidalgo said greater research, development and production efforts to eliminate duplication and inefficiency will be required. He also said complementarity means the United States must meet the global Soviet challenge while our allies must strengthen capabilities for convoying and securing the seas near their homelands.

"It is our naval forces that will determine the maritime balance between East and West, since it is only the United States Navy that has the ability to fulfill the worldwide, open-ocean responsibilities on which we and our allies so greatly depend," said Secretary Hidalgo.

Fleet strength and readiness

"Our total FY 1981 force will be 544 ships and our total combatant strength, active and reserve, will be 431," said Secretary Hidalgo. "If we continue to build new ships at the rate we are requesting in fiscal years '81 and '82, our total force would, over time, be barely sustained, and our combatant strength would decline from 442 to 285 ships."

Overall, however, SecNav was optimistic about current Navy shipbuilding programs. He credited improved management and the lessons learned in the Ship Procurement Study of July 1978 as the reason our current program remains unencumbered by the kind of major claims that crippled Navy shipbuilding until October 1978.

Secretary Hidalgo wasn't so optimistic about naval aviation. "Our aviation forces are the smallest since before World War II. Yet, present procurement of first-line strike aircraft will barely replace our expected attrition (accident) losses, and for the first time in recent years, it will not replace retirements." The secretary predicted we will close the gap on both attrition and age losses in the strike force only if we fully achieve planned future aircraft acquisitions.

"Even then," he said, "we must continue to live with an inventory, in important segments of our aviation community, that does not support our insufficient forces and an adequate maintenance pipeline."

The secretary expressed concern about Navy Department readiness, saying "this budget sustains most of our earlier initiatives, but introduces no new ones." He said construction plans were falling short of replacing our aging physical plants at an efficient rate, and also noted the Marine Corps had reduced its fighting strength to a near 20-year low in order to underwrite minimal modernization initiatives.

Cost-Saving measures

"We do not intend to be pound-foolish and penny-wise by building ships that cannot meet essential requirements," the

secretary said. He outlined three new classes of ships being designed to reduce costs: the DDGX missile destroyer, the FA-SSN submarine, and the FFX antisubmarine frigate.

Other cost-saving measures being taken are continual expansion of the civilian-manned fleet auxiliary force and converting or upgrading every ship and aircraft with sustainable military value instead of replacing them.

Secretary Hidalgo said he had a "strong personal commitment to increased productivity," his interest and intention encompassing the entire Department. "Productivity will be accorded increased priority and attention," he said. "We are seeking to do our best."

Personnel

Recognizing the "extreme urgency of our people-related problems," the secretary expressed "acute concern" for sailors and Marines.

He promised to "vigorously pursue the recruitment of minorities and women and to ensure absolute equality of opportunity and treatment by the Navy and Marine Corps." He said our record with the black community is "not unimpressive but far from complete." Efforts to tap resources of the Hispanic community have been "far from impressive," but he assured the Congress there was "total dedication" to tap this resource. He also mentioned steps being taken to "incorporate the huge talents of women" into the organization.

The secretary stated recruiting, first-term attrition and career retention are "unsatisfactory." Second-term, mid-career retention is the most critical aspect of the whole," he said. "The problem is not new, but it is getting dangerously worse."

"If we do not improve our personnel situation and outlook soon, our force and hardware problems will become increasingly academic. We will be unable to operate and maintain our forces with even minimum effectiveness."

"I wish to be counted as firmly among those who hold that we have no higher priority than provision of adequate compensation for our people. It is a truism that all problems cannot be solved by throwing money at them. This, however, is a problem which cannot be solved without investing significant amounts of money, and soon, to secure our future."

"The United States may well stand at a turning point in history. We must decide now whether we intend to remain the strongest nation in the world or become a nation with more of a past than a future. I believe that we, as a nation, are infinitely more ready now than we have been in many years to face the future realistically and to take the steps necessary to ensure our own security and that of the free world, as our vital national interests may dictate." (→)

CNO on the

"Our Navy is better today in almost every way than it was a year ago," said Chief of Naval Operations Admiral Thomas B. Hayward during his recent posture statement before the House Appropriations Committee. ADM Hayward related his feelings about the Navy's people, pay, readiness and future.

Readiness, retention and compensation

"Our sailors are being stretched," ADM Hayward said, "by extended deployments which increase time away from home, and by inadequate compensation."

He added, "In order to maintain our Indian Ocean presence during the past year, it has been necessary to extend the deployments of three carrier-battle-groups and supporting ships beyond their already arduous deployment lengths. One of

these carriers, USS *Midway* (CV 44) was in home port for only 84 days during calendar 1979.

"We cannot expect our sailors to accept sacrifice as a permanent way of life. We must compensate them adequately — both for their skills and for the unique deprivations that go with service at sea.

"Without wanting to overdramatize the situation, I feel obligated to report that we are approaching the point where we may have no realistic alternative but to consider standing down some ships and aviation units. Unless we can turn around the adverse trends in career retention, we could be confronted with such a decision within the year."

The CNO said the remedy lies in two directions. First, establishing meaningful sea pay recognizing the hardship of service afloat and second, restoring military pay to a level reasonably competitive with the civilian sector. "Sailors don't expect to get rich in the Navy," ADM Hayward said. "But they do expect to receive a reasonable paycheck."

The Navy's future

"The world is becoming a more, not a less, dangerous place for the United States," the admiral said. "Change, surprise, uncertainty and instability are the constraints of the global equation with which we must be adequately prepared to deal in the future. We are being asked to meet the increasing demands with a fleet roughly half the size it was a decade ago.

"Individual unit capabilities have increased, but geography demands numbers as well as capability, and the simple fact is that today we are trying to meet a three ocean requirement with a one-and-a-half ocean Navy."

The CNO told congressmen that investment in the Navy represents a long-term investment in the country's security. "We must take great care in defining the kind of Navy we will need in the future," he said. He then outlined four characteristics the U.S. Navy must possess in order to maintain maritime superiority:

- Global reach.
- Capability to take the offensive to the Soviets.
- Flexibility.
- Sophistication necessary to meet the threat "defined by the Soviets, not by us."

Facing the Soviet challenge

Commenting on the growth of the Soviet Navy, ADM Hayward said, "Where once they were constructing 1,200 ton *Petya* escorts for coastal defense, they are now constructing a wide variety of large, open-ocean, offensively capable cruisers, carriers, logistic support ships, amphibious assault ships, and submarines.



State of the Navy

"With the appearance of each new class of ship and aircraft, the Soviets have improved their operating radius, their staying power, and their war fighting capability." CNO said these new ships give a "clear vision of the Soviet Navy of the '80s, and offer reinforcing evidence of their determination to achieve maritime superiority within the decade."

ADM Hayward, like Secretary Hidalgo in his statement, was optimistic about the current capabilities of our Navy. "Across the board, our capabilities are improving month by month. The average age of the fleet is declining while its quality is being upgraded by the introduction of new systems."

"Our people in the fleet today are of good quality. Their morale is high, despite the pressures under which they labor, and they are proud to be in the front lines of the country's defense. Our people's dedication, professional skill, and enthusiasm for their jobs is certainly one of the strong factors

contributing to our qualitative edge over the Soviet Navy."

However, CNO expressed concern about the ability of the current budget and building plan to provide "the kind of Navy which will retain our narrow margin of maritime superiority beyond the mid '80s." He concurred with Secretary Hidalgo's opinion of the necessity of meeting projected ship and aircraft acquisitions if we are to remain superior.

In conclusion, ADM Hayward reiterated the need for improved retention when he said to the Congress "I recognize that retaining our best people must take the form of a joint venture, and solicit your collaboration toward that end so that this country may continue to have the finest Navy on earth. I pledge to you that the Navy will do its utmost."

— By JO2 Bob Rucker

— Photos by Dave Wilson



A Massive Carrier

Carl Vinson (CVN 70)





Four-and-a-half years in the making—58,800 tons of structural steel, a million pounds of aluminum, three million pounds of weld metal and 880 miles of electrical cable became the *Carl Vinson* (CVN 70) on March 15. The launch took place at Newport News Shipbuilding on the James River in Southern Virginia.

The statesman from Georgia, 96-year-old Carl Vinson was present to watch sponsor Molly Snead smash the bottle of champagne against the hull of the nuclear aircraft carrier bearing his name. This is the first time since the 1820s that a Navy ship has been named after a living American—a singular event in itself but just another milestone in the life of the congressman whose career

spanned more than 50 years under nine presidents.

The former chairman of the House Armed Services Committee, Carl Vinson put preparedness above everything: "My country and its safety come ahead of any party." A strong proponent of American military aviation, he helped expand naval air to 10,000 planes—at its peak in World War II—with 16,000 pilots, along with the establishment of 20 new air bases. Small wonder, then, that this newest of the Navy's carriers would bear his name.

Also at the launch in Newport News was Secretary of the Navy Edward Hidalgo, Chief of Naval Operations Admiral Thomas B. Hayward, and a former Navy Secretary, Senator John Warner.

The *Carl Vinson* was launched by having its building dry dock flooded with water until the keel lifted off the building blocks in a perfect horizontal plane. Later, it took tugboats about two

hours to move the ship from the dry dock to the outfitting pier nearly a half-mile down the river.

Two-thirds complete today, the 1,092-foot carrier is expected to be delivered to the Navy in 1982. Outfitting is considered the most exciting period of the building process because the various areas throughout the ship become functional and are turned over to members of the selected, pre-commissioning crew. Eventually the *Carl Vinson* will become home for more than 6,000 Navymen, complete with everything from a four-and-a-half-acre flight deck to an ice cream parlor.

Everything about the *Carl Vinson* is massive, including the wooden eagle, shield and the letter "V" which adorned the bow during the launch. That symbol alone weighed 250 pounds and took two weeks to build.



Left: The statesman from Georgia, 96-year-old Carl Vinson, thoroughly enjoys the launching ceremonies. Above: Chief of Naval Operations, Admiral Thomas B. Hayward, addresses guests at the Newport News event. Right: Sponsor Molly Snead christens the giant carrier, Carl Vinson (CVN 70). (Photos by JOC James Jones and PHAN E.G. Nocciolo.)

Naval Air's Evolution

The Triad Led the Way



Curtiss A-1 *Triad*

Meet Glenn Curtiss, the pioneer designer and builder of airplanes, who is taxiing around San Diego Bay in his new *Triad* amphibian plane. It's Feb. 25, 1911, and there's a keen observer watching from shore as Curtiss successfully lands and takes off both from ground and water.

The observer is Lieutenant Theodore G. Ellyson, destined to become Naval Aviator Number One—the first naval

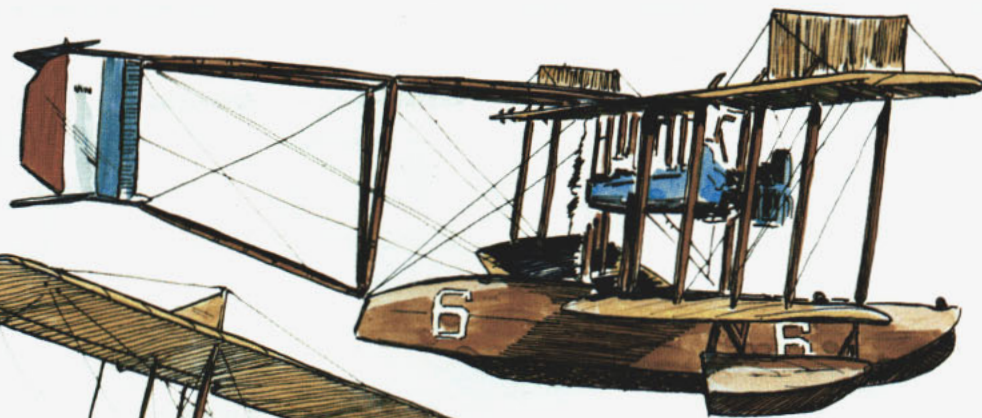
officer to undergo flight training. When the *Triad's* demonstration flight ends, Ellyson is bursting with enthusiasm. He dashes off a letter to Captain Washington I. Chambers, in Washington, who had been given the job of dealing with correspondence on the curious subject of aviation by the Secretary of the Navy.

"... I wish you could have seen the experiments which Curtiss carried out today for I think they are the ground-

work for the machine which will be of use to the Navy in the immediate future." Ellyson wasn't wrong on that score.

Civilian aviator Eugene Ely had already landed and taken off in a plane from modified platforms aboard ship. Bonafide aircraft carriers were yet to be built. But with the Navy's request for two Curtiss biplanes on May 8, 1911, naval aviation at least grew some bonafide wings.

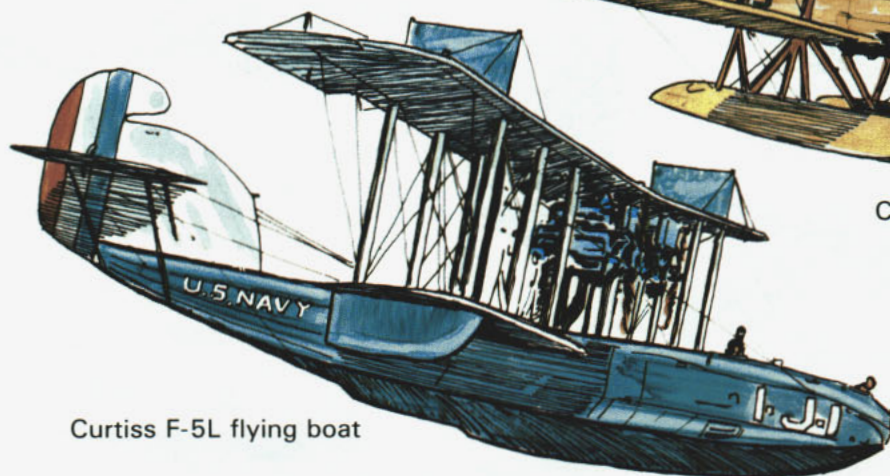
Those wings first appeared in the form of amphibians. The A-1 *Triad* was quickly overtaken by improved variations on the seaplane theme. The Curtiss R-6 was the first U.S.-built aircraft to serve overseas with Navy forces in World War I flying antisubmarine patrols. The



NC flying boat



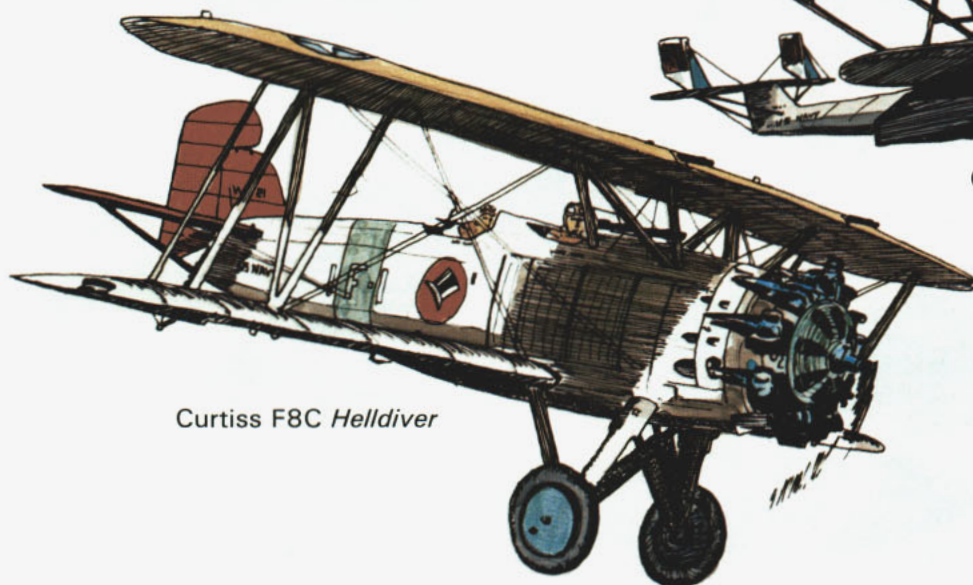
Curtiss R-6 seaplane



Curtiss F-5L flying boat

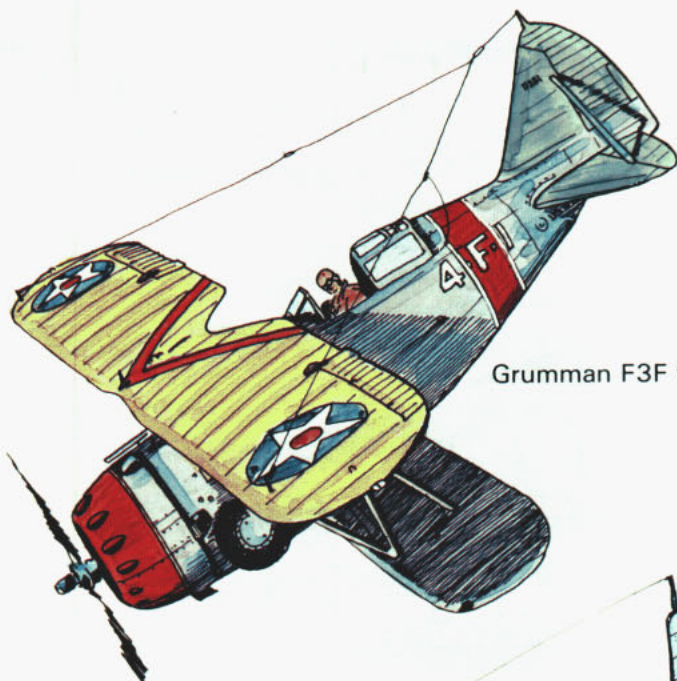


Consolidated P2Y flying boat

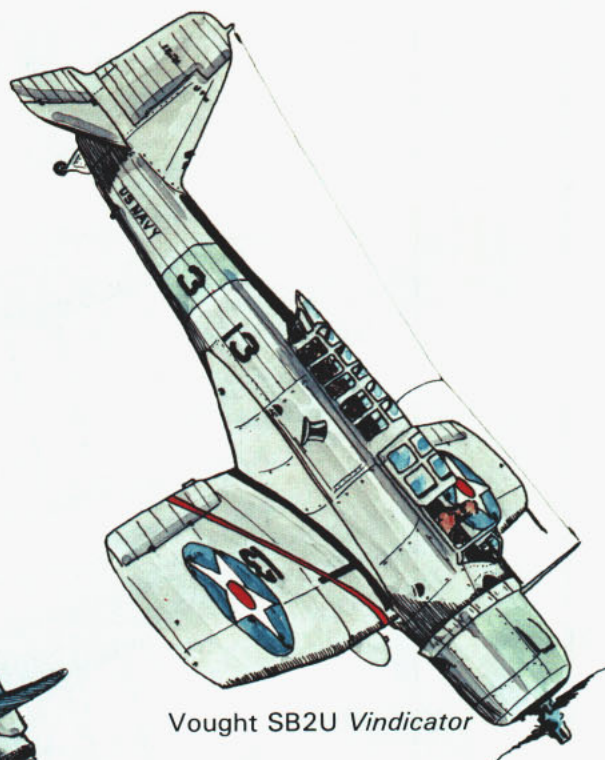


Curtiss F8C Helldiver

*A representative look at
Naval Air as illustrated
by DM1 Ed Markham*

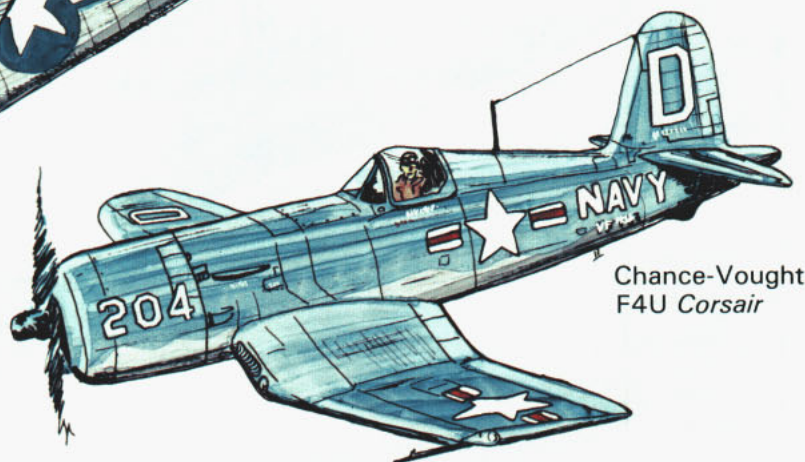
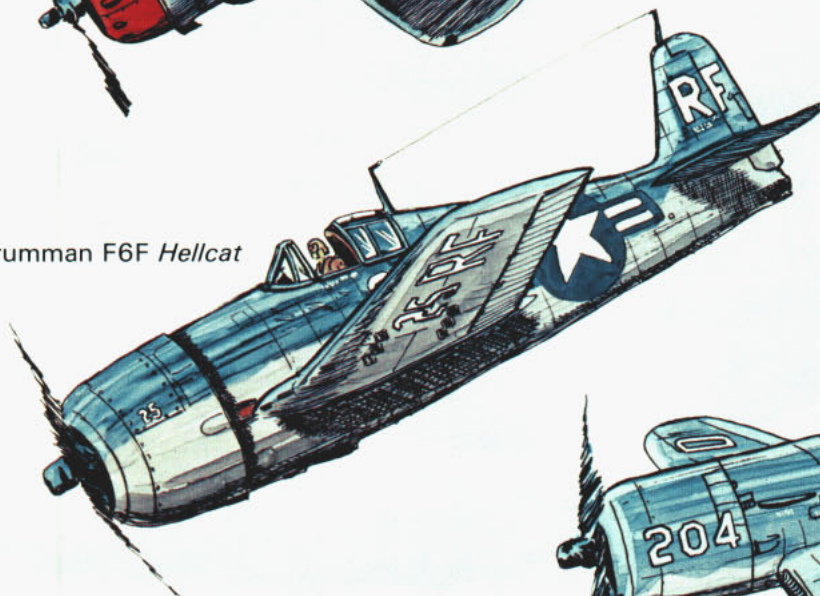


Grumman F3F fighter



Vought SB2U Vindicator

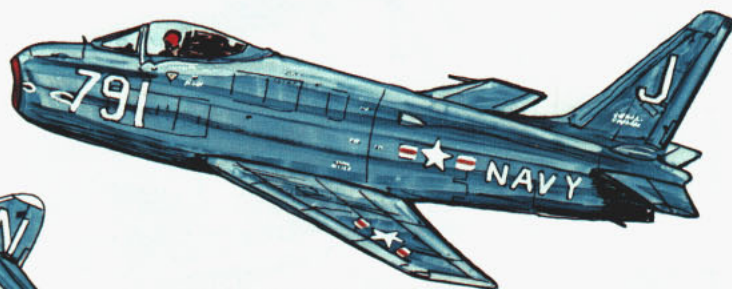
Grumman F6F Hellcat



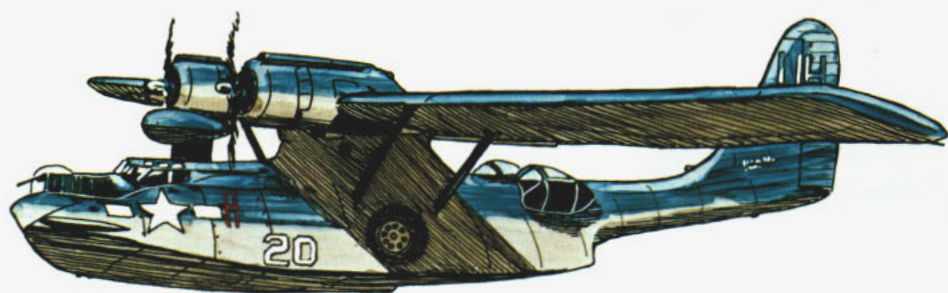
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F4U Corsair



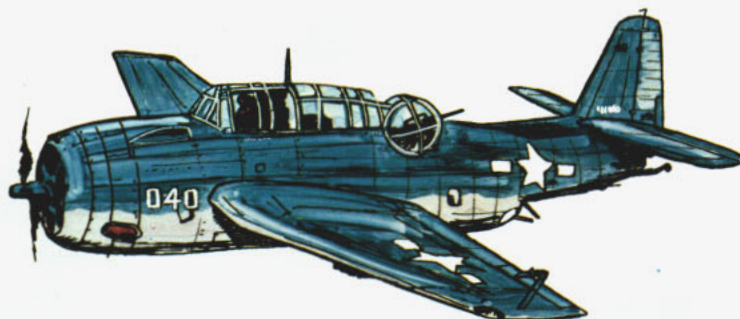
Grumman F9F Panther



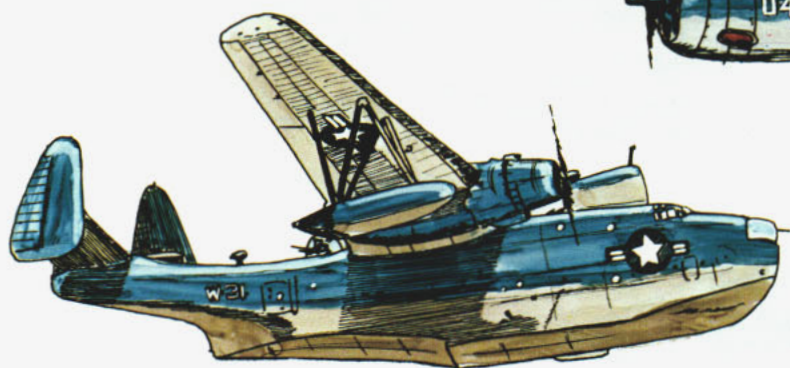
North American FJ Fury



Consolidated PBV *Catalina*



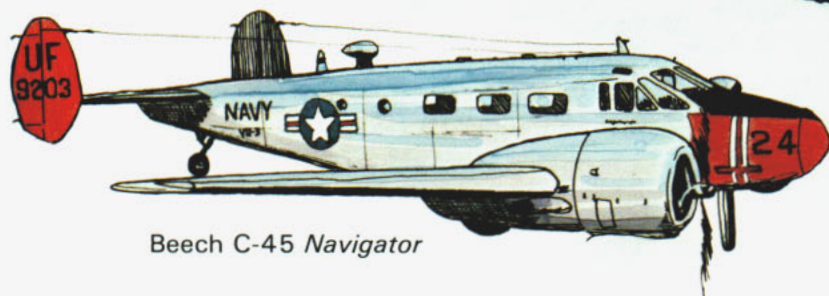
Grumman TBM *Avenger*



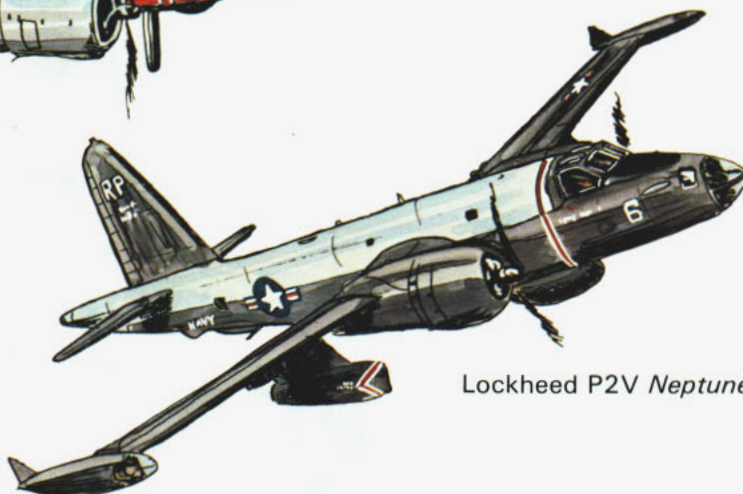
Martin PBM *Mariner*



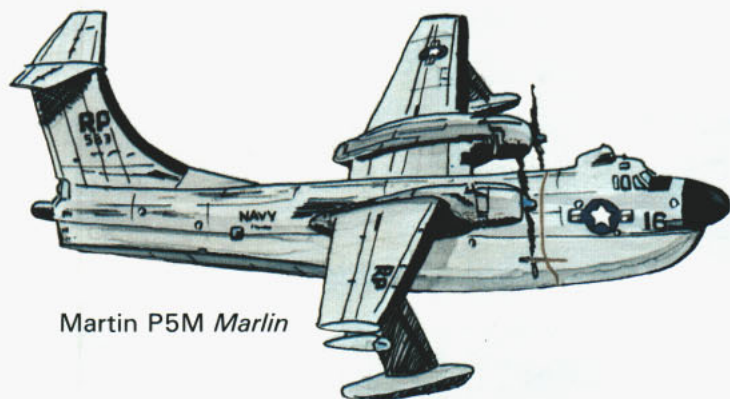
Douglas AD *Skyraider*



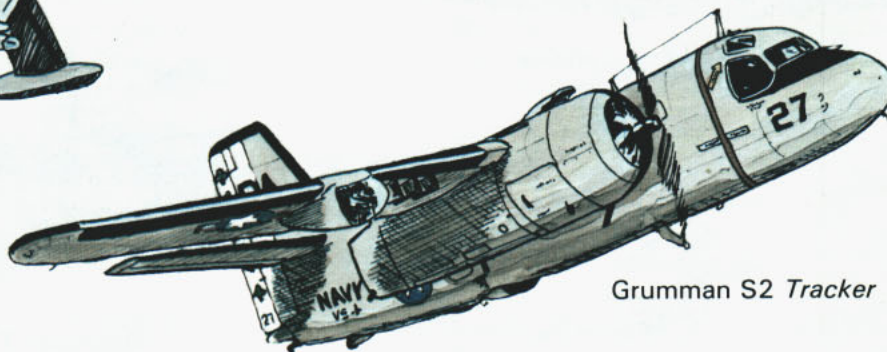
Beech C-45 *Navigator*



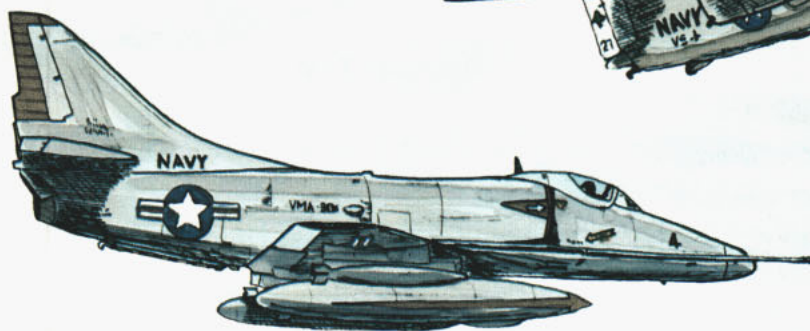
Lockheed P2V *Neptune*



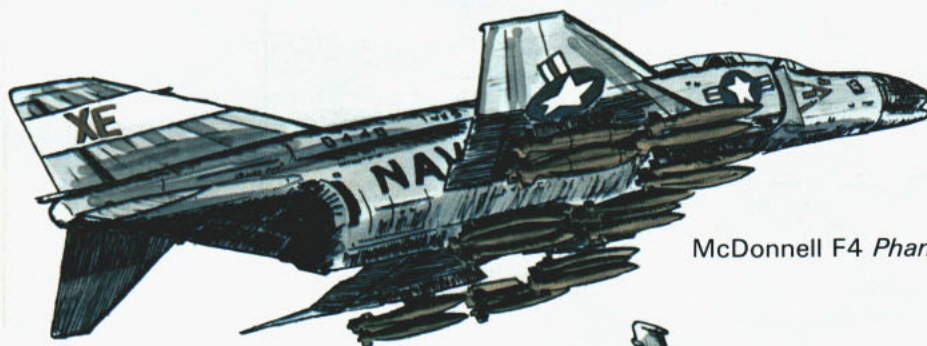
Martin P5M *Marlin*



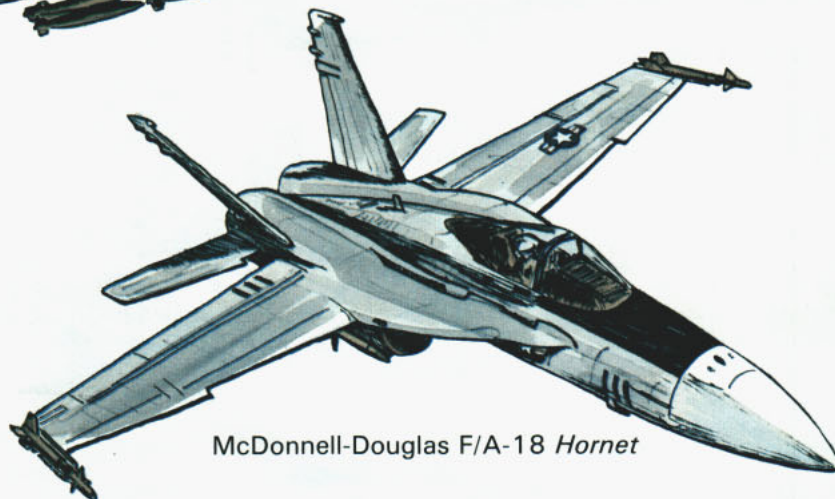
Grumman S2 *Tracker*



Douglas A4 *Skyhawk*



McDonnell F4 *Phantom II*



McDonnell-Douglas F/A-18 *Hornet*

Navy joined with Curtiss in producing the NC Flying Boat in 1918. Its claim to fame was certified May 31, 1919, when NC-4 checked into the harbor at Plymouth, England, completing the first trans-Atlantic crossing by any airplane.

The Consolidated P2Y was a key link in the evolution from biplane to monoplane flying boats. It still had two wings, but the bottom one was quite small, and so the P2Y was christened a "sesquiplane," which isn't much easier than saying "one-and-a-half-plane." Six P2Ys flew nonstop from San Francisco to Pearl Harbor in January 1934. They covered about 2,400 miles in the record time of just under 25 hours. A Japanese officer took note of this achievement and said, "It remains to be seen whether these powers will be used beneficially or destructively." The wait didn't take long; seven years after the P2Y's flight, Pearl Harbor was turned into a massive wreck by airpower.

During World War II, the most familiar Navy seaplane was the Consolidated PBY *Catalina*. More than 3,000 were turned out between 1935-45, and its design had several innovations, including retractable wing floats and a de-icing system.

Rivalling the *Catalina* was Martin's PBM *Mariner*. It served in fewer numbers during the war, but stayed operational much longer than the *Catalina*. The *Mariner's* design featured a deep hull with gull wings, and twin slanted stabilizers—its most striking characteristic. Its direct descendant was the P5M *Marlin*, the last operational flying boat for the Navy from 1952-67.

Gradually, the major thrust of naval aviation shifted from seaplanes to fighter/attack planes that could be based on aircraft carriers. One of these early types was the Curtiss F8C-4 *Helldiver*, used in an all-purpose role including fighting, dive-bombing and observation. It even appeared in the movies when Lieutenant Commander Jerry Brogan's "High Hat" squadron doubled for actors in flight scenes of the movie "Helldivers" (1931).

The Navy's first single-seat fighter to have an enclosed cockpit was delivered in 1936—the Grumman F3F-1—and

went into service aboard USS *Ranger* (CV 4) and *Saratoga* (CV 3). It was soon replaced by one of the outstanding naval fighters of World War II, the F4F *Wildcat*, aboard the *Ranger* and USS *Wasp* (CV 7) when Pearl Harbor was attacked, and fought early engagements against Japanese forces at Wake Island and Guadalcanal.

Next in the Grumman line of Navy fighters was the F6F *Hellcat*. It was probably the most significant Navy fighter of the war. Appearing early in 1943 aboard USS *Essex* (CV 9) and *Yorktown*, (CV 5) it became a standard throughout the Pacific. When the final wartime score was tallied, *Hellcats* were



credited with destroying 5,156 enemy aircraft, nearly 75 percent of the Navy's air-to-air victories.

Along with the *Hellcat*, other carrier-based stalwarts were: Grumman TBM-3 *Avenger*, standard torpedo bomber for the Navy; Douglas SBD *Dauntless*, known by many as "king of the dive-bombers"; Chance-Vought F4U *Corsair*, which had an 11-1 ratio of kills to losses against the Japanese.

The 1950s saw a power transition from propeller to jet. One of the last piston-driven planes of the Navy was Douglas' famous AD *Skyraider*. Used

in Korea and more recently in Vietnam, its versatility proved to be long-lived. Developed during World War II, the last *Skyraider* was retired in April 1968.

Meanwhile, jets became more sophisticated. The first jet fighter ever used in combat by the Navy was the F9F *Panther*, a straight-wing model that soon evolved into the sweptwing *Cougar* version. As aviation technology advanced into the space age, capabilities and equipment sophistication of Navy planes skyrocketed. Such advances were plainly demonstrated by the Douglas A4 *Skyhawk* and McDonnell F4 *Phantom II* during the Vietnam era. Both are still operational, along with more recent additions to the fighter/attack family, like the A7 *Corsair II* and F14 *Tomcat*.

Most aircraft produced for the Navy have been in the seaplane or fighter/attack categories. But many other types have been developed to fulfill different missions. Among these, aircraft designed for antisubmarine warfare have played an increasingly important role: Grumman's S2 *Tracker* and C-1 *Tracer*, Lockheed's P2V *Neptune* and P-3 *Orion*, and the Sikorsky SH-3 *Sea King*.

Naval aviation's newest development is unique: a successful attempt to combine fighter and attack capabilities within one aircraft—the F/A-18 *Hornet*. Depending on what external equipment is attached to its fuselage, the F/A-18 will be able to perform either as a fighter or an attack plane, using pilots with the proper training for each role. Carrier-qualified aboard USS *America* (CV 66) last November, the *Hornet* is scheduled to become operational early this decade.

Back again in time we can imagine Glenn Curtiss flying his latest version. The pioneer aviator hears an odd sound behind him, then sees three F/A-18s flash by. As he fights to control his shuddering *Triad*, Glenn Curtiss gawks at the disappearing specks of brightness. Someone certainly knew how to ruin my day, he thinks, and wonders about which planet those strange airships might have come from.

—Story by JO2 P.M. Callaghan



Arlington Chaplain

They came expecting to mourn the loss of a loved one in an atmosphere characterized by cut-and-dried, set procedures that a large national cemetery would seem to require.

They discovered, instead, a man and his ministry intent upon making personal care the rule and death a reaffirmation for the living.

He is Commander Dudley C. Hathaway, CHC, USN, the Navy chaplain at Arlington National Cemetery and a man unwilling to accept the notion that funerals are periods solely of grief and mourning. And, as a Navy Protestant chaplain—where he may be expected to conduct up to six funerals a day—he doesn't believe the number of funerals he must deal with daily prohibits a personal ministry.

Rather, Chaplain Hathaway demon-

strates that while there is grief at the loss of a loved one, there is also comfort, reassurance and hope for the living. Here is no dour cleric garbed in black, but a man who celebrates life.

In short, Chaplain Hathaway is simply a pastor doing the job he was called to do—albeit a unique job.

"This assignment involves people at a time of great crisis," he said recently in his office in the Post Chapel at Ft. Myer, Va., adjacent to Arlington National Cemetery. "While paying proper respect to the dead, our ministry is primarily to the living—to those who face the heartaches of life and go on living day after day. Hopefully, our ministry aids them to continue living not just somehow, but triumphantly."

The response to his type of ministry is one of his greatest rewards. "By

conversations, letters and phone calls, family members reveal their very deep gratitude to the Navy for providing the kind of understanding and care they receive," he said. "That they are definitely remembered as specific individuals for many months after coming to Arlington, and that someone cares and prays for them regularly and frequently, seems to mean more to them than anything else."

To understand why so many feel this way, you have got to understand the particular style of ministry Chaplain Hathaway practices and where he practices.

When Chaplain Hathaway came to Arlington he was confronted with the problem of trying to make his ministry very personal while being involved in as many as 53 funerals a month.

He resolved his dilemma by developing a three-phase ministry that he practices today with great success.

The first phase begins with the chaplain's receipt of the next day's funeral schedule. He receives these notices a maximum of 18 to 24 hours in advance, which doesn't leave him much time.

"I make every effort to contact all next of kin by phone regardless of where they live, in order that I might minister to them in any possible way and learn all that I can to help me in preparing the funeral and burial services," he said.

Facing page: Chaplain Hathaway is confronted with as many as 53 funerals a month, yet he manages to keep his ministry on a very personal plane. Left: Whenever possible, he meets with family members in the chapel's family room and remains with them until they leave the cemetery.



Arlington Chaplain

"Every part of every service is chosen and prepared with the desire and needs of the particular family in mind. This phase of my ministry very frequently involves evenings and weekends because of the short notice of funerals."

The second phase is Chaplain Hathaway's ministry at the cemetery.

"When members of the family are available, I meet with them in the chapel family room, the cemetery administration building, or at the cemetery gate before the chapel or graveside services," he said. "Except when my funeral schedule makes it impossible, I remain with the next of kin until they leave the cemetery. That way, I can bring them whatever support and comfort I can and assure them of my continued prayers."

Those prayers are but part of Chaplain Hathaway's third phase of ministry as practiced at Arlington. It is this third phase that is most time-consuming, yet of greatest satisfaction to both Chaplain Hathaway and the people he serves.

"I put the names of the next of kin and family members on my personal

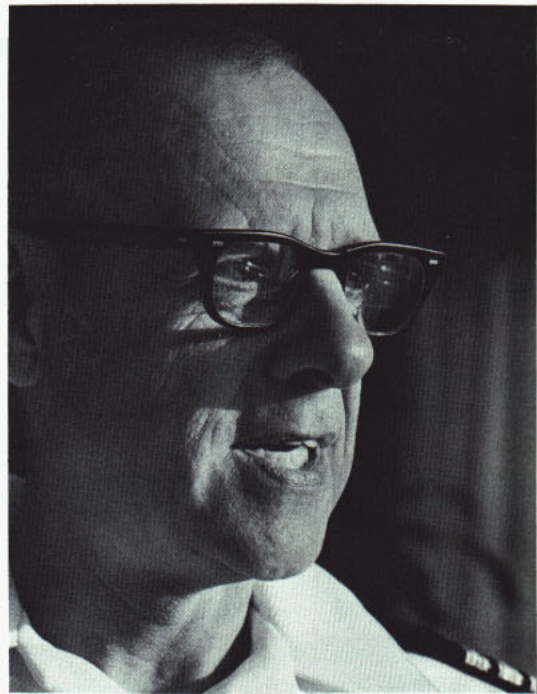
prayer list," he said. "Every day, seven days a week, each of these individuals is remembered by name in prayer for a period of two months. I try to remember and pray for the specific needs that the individuals and families might have."

"Based on comments in letters I have received, my prayers are one of the aspects of my ministry that is most appreciated by the families."

Following every service, he also writes a personal letter to the family and sends along a booklet, "Grief and Mourning" published by the Kentucky Department of Mental Health. "This booklet deals in concise, non-technical language with the basic stages of grief," he said. "One of its greatest values, according to recipients, is that it helps people to realize that it is normal to experience and pass through these stages."

So far, what Chaplain Hathaway does for families with whom he comes in contact is perhaps not much more than what one might expect from a reasonably conscientious minister. Consider, though, what his personal ministry further dictates he do—with relish.

"Within two months following each service, I try to visit in the homes of those families living within 100 miles of Arlington. People act utterly amazed as they open their doors and find the



chaplain from Arlington standing there," he said. "They simply can't believe the chaplain has stopped by to see how they are getting along and to pray with them and to see if there is anything he can do to assist them."

He describes another of his tasks as "a more significant ministry than I realized."

"After the grave marker has been erected (about four months after the burial) I stop by the grave, observe the headstone, spend a few moments praying for the next of kin and family members. I then write a brief letter

telling them I have visited the grave, that the headstone is in place and that I have once again remembered them in prayer," he said.

"Also, for those living out of the area, I take an instant-camera picture of the headstone and include it with my letter. When I started doing this, I had some serious questions in my mind as to the wisdom of enclosing the picture.

"However, all my doubts disappeared when I started receiving letters from those who had received the pictures. To the many who live far from the cemetery, receiving the pictures gave

them assurance that the final step in the whole burial process had been completed. They were able to check the stone and know that not only was everything completed but it was accurate, bringing them peace of mind regarding the fulfillment of their responsibility to properly bury their dead."

Chaplain Hathaway's final, formal contact with the next of kin comes in a letter to them written on the first anniversary of the burial of their loved one. But formal contact often doesn't end there.

"One thing resulting from this kind of ministry is that next of kin, particularly those living in this area who do not have their own clergyman or local church, begin to look to me in a pastoral relationship. This occurs not only in regard to their bereavement, but even when they have problems not related to their grief," he said. "For instance, I've been asked to visit a family member in the hospital for surgery, intercede with the Internal Revenue Service, counsel family members and pray for various family situations."

As he ministers to the needs of those who come to him at Arlington National Cemetery, he also encounters situations—some tragic, some humorous—that constantly combine to keep him on his toes.

There is no doubt in the minds of those with whom he deals that Chaplain Hathaway is a cleric whose actions are firmly rooted in the beliefs of the Protestant faith. But, if a secular opinion might be allowed, he is doing work compassionate people of all faiths and denominations would endorse and support.

"In the Navy chaplaincy I have found a task more thrilling, challenging and rewarding than I ever dreamed possible," he said. "I am deeply grateful for every assignment I have had, for every day I have been privileged to serve, and for the opportunity to minister to needy humanity."

— Story by Jerry Atchison
— Photos by PH1 Jim Preston

Facing page, bottom: For Chaplain Hathaway, there is more to a funeral than the actual burial, as at left, he checks on the grave marker about four months after interment. He usually writes brief letters or visits the family, if they live in the area.



Bearings

VerBurg Wins Award and Promotion



Navy Sonar Technician (Surface) First Class Jeffrey L. VerBurg (third from left) received a 1978 Presidential Management Improvement Award on Feb. 8 from Secretary of the Navy Edward Hidalgo (right). The award—a plaque and personal letter—was presented on behalf of President Carter.

Petty Officer VerBurg's selection was based on his conceiving and developing a tactical towed-array sensor which provided the fleet with an antisubmarine warfare capability seven years before the Navy anticipated its availability, thereby greatly increasing national security.

The system he developed which is a combination of several sonar systems provides positive contact recognition at variable depths and can be used by surface ships traveling at high speeds. Ver-

Burg was one of 11 people, and the only active duty military person, selected by the president to receive this award.

Among those attending the Pentagon ceremony were Representative Jim Lloyd (left) and Commander Thomas J. Colavito, commanding officer of USS *Moinester* (FF 1097). VerBurg is originally from California and is currently stationed aboard USS *Moinester*. In 1978, under the Navy Beneficial Suggestion Program, he was presented with a \$5,000 award, from then Secretary of the Navy W. Graham Claytor Jr., for the exceptional value of his adopted suggestion. Following the recent presentation, Secretary Hidalgo announced VerBurg's meritorious promotion to chief petty officer.

Summer Event

If you're Washington bound this summer for a look at the nation's capital and you're seeking an exciting, free evening of entertainment, consider the Naval District Washington's Summer Ceremony.

The event is held each Wednesday at 8:45 p.m. from June 4 through August 27 in the Washington Navy Yard's Admiral Leutze Park.

The evening's events begin with a concert by the United States Navy Band. Following the boatswain's piping aboard of visiting dignitaries, an historical pageant is held; this is followed by a presentation by the Ceremonial Guard and Drill Team.

The yard is located at 9th and M Streets, southeast. Parking and admission are free but reservations are re-

quired. Reservations can be made by telephoning (202) 433-2218 or by writing the yard's Public Affairs Office, Building 200, Washington Navy Yard, Washington, D.C. 20374.

Narrator and producer of this weekly summer pageant is Master Chief Musician Jere Wallace of the United States Navy Band. Master Chief Wallace was recently named Chief of the Band.

Dubuque at Leisure

After a nine-month yard overhaul in Portland, Ore., and an eight-month deployment to the Western Pacific, USS *Dubuque* (LPD 8) was ready for a rest. So were its crew members. And it didn't take long after the amphibious transport dock ship returned to its home port in San Diego for the men to unwind their sea legs in a flurry of land-based recreation.

First to make their mark were the ship's bicyclers, forming their own club and organizing weekend outings. Bikers from the ship were soon pedaling up the coast and into the eastern hills and into the desert of Southern California. Eventually, their biking trail led to the 100-kilometer Mexicali-San Filippi Bicycle Race, where they competed with some 2,000 other cyclists.

Other organized sports cropped up as the home port stay got into full swing: softball, volleyball, racket

sports and competitive swimming. Last summer, *Dubuque* swimmers took first place in the Coronado Invitational.

The ship's campers got organized and enjoyed some hiking and fishing in the Big Sur during a port call at Monterey, Calif. Motorcyclists also got into the act, putting their wheels in motion for scenic tours throughout the area.

Relying on their own individual brand of horsepower, the crew's many joggers warmed up on deck for their nightly runs along the shore. Leading the group was Storekeeper Third Class Leon Ranson, who placed second in his class at a recent 50-mile championship run in San Diego.

At a higher level of physical activity, the Commanding Officer Captain Charles Cullen, led a group of *Dubuque* climbers, sharpening their mountaineering skills on nearby Stone-wall Mountain.



Indeed, the men aboard the ship demonstrated on a larger scale what was so accurately observed in Dana's "Two Years Before the Mast": "A sailor's liberty is but for a day; yet while it lasts it is perfect."

—by JOSH Greg W. Belmore

Brother Signalmen on Nimitz

Two brothers looked for adventure and found it aboard the nuclear-powered aircraft carrier *USS Nimitz* (CVN 68).

Jim and Mike Edminister of Akron, Ohio were restless students at their city's university. For months, they talked about joining the Navy. Talk became action when they became fellow "boots" at Great Lakes, then classmates at the signalman school in Orlando, Fla.

Both are now second class petty officers on "the best carrier in the fleet," according to Jim. Concerning their jobs as signalmen, brother Mike says, "The most thrilling exercise is when several ships in formation respond to signals from the *Nimitz*, signals I have sent. It's a tremendous sight when a group of ships act as one—turning to a new course, increasing speed, or following whatever instructions we relay."

Travel was the main incentive for the brothers' enlistments, and they've made a point to see and experience as many foreign environments as possible.

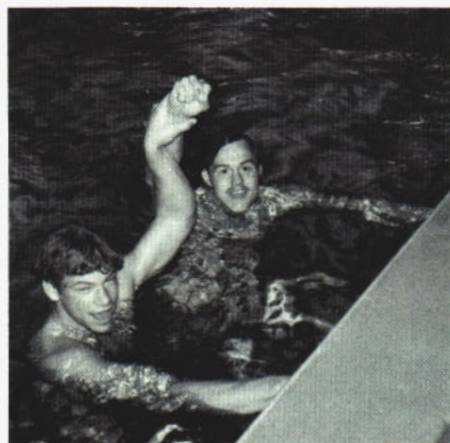
Every port he's been in, Jim Edminister liked—but for different reasons. In Israel, the people were incredibly friendly, and the cleanliness of West Germany was such that one could eat off the streets. Italy has fantastic food and besides, the brothers had second cousins there.

The Edministers agree their Navy experience has been valuable in terms of travel, educational benefits and other aspects. One of these is personal growth. As Jim puts it, "You definitely grow a lot by meeting so many different people and seeing all these different places. You're really on your own to make the most of these opportunities."

—by JO1 Kenneth Cronk

Real-life Heroine

For an act of heroism, Aviation Maintenance Administrationman Second



Bearings

Class Kathy D. Justice was awarded the Navy and Marine Corps Medal in February at Naval Station, Rota, Spain. Her commanding officer, Captain John E. Taylor of Fleet Air Reconnaissance Squadron Two, made the presentation.

Last year, finding two people overcome in their home from leaking butane gas, Justice took immediate action and secured the gas, ventilated the rooms and carried one of the victims outside away from the fumes. She remained at the scene until emergency medical assistance arrived.



The award citation, signed by Navy Secretary Edward Hidalgo, said that "By her decisive, courageous and selfless action in the face of great personal risk, Petty Officer Justice was instrumental in saving the lives of two of her shipmates, thereby reflecting great credit upon herself and upholding the highest traditions of the United States Naval Service."

Connie on the Court

A female midshipman candidate at the Naval Academy Preparatory School (NAPS), Newport, R.I., is marking another first for Navy women. Midshipman Candidate Connie F. Justice is the first woman to play on the school's basketball team.

The 5-foot-5-inch Connie made her team debut in January as a guard against Bristol Community College. NAPS won

Whaleboat Winners



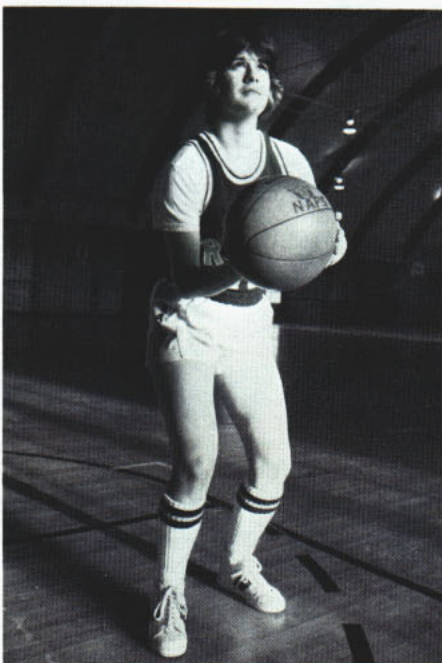
In a special "whaleboat regatta" at Mayport, Fla., the five-man crew entered by guided missile cruiser USS Dale (CG 19) took first place. The regatta pitted Dale's crew against those of eight other ships.

Competition measured operational readiness and material preparedness of the whaleboats, along with the military bearing of their crews. After a "pass-in-review," the crews were also judged on their docking expertise and ability to respond to emergency situations.

When the points had been totaled,

A proud group: Front: Captain Richard Butts, the Dale's CO, and LTJG J. Daniel McCarthy. Back: BM2 Robert W. Somer, EN3 John C. Baker, RADM Thomas Kinnebrew, SMSN Douglas A. Anderson, BM3 Steven F. Potter, and Captain William Latham, ComDesRon 12.

Rear Admiral Thomas Kinnebrew—Commander, Cruiser-Destroyer Group 12—gave personal congratulations to the winners from Dale: LTJG J. Daniel McCarthy, boat officer; BM2 Robert W. Somer, coxswain; BM3 Steven F. Potter, bowhook; SMSN Douglas A. Anderson, signalman; and EN3 John C. Baker, engineman.



with Justice scoring the game's final basket with only seconds remaining.

"Basketball has been my life for the past six years," said Justice. She became interested in the sport after a coach persuaded her to attend a summer basketball camp. During high school she played on the girl's basketball team.

Dave Smalley, women's basketball coach at the Naval Academy, helped recruit Justice for the Naval Academy and influenced her attending NAPS.

Playing on the otherwise all-male team has helped her game—she faces tougher opposition and more strenuous practice sessions. Her fellow players are "always helping me," said Justice.

After completing NAPS, she will attend the U.S. Naval Academy in Annapolis, Md., where she plans to major in oceanography or ocean engineering.

Laser Welding

A team of scientists at the Naval Research Laboratory (NRL) in Washington, D.C., has been given the "go-ahead" to establish an ultra-high speed laser welding facility at the Northern Ordnance Division of FMC Corporation in Minneapolis, Minn.

Dr. L. R. Hettche, scientific officer for the project and superintendent of NRL's Material Science and Technology Division, says the scientists will examine automated high-energy laser welding as a revolutionary advancement over conventional welding processes. They will also determine its value to the Navy in terms of reduced costs, increased structural integrity and increased production rate for Navy weapons systems.

By combining the high-speed laser welding capability with well established numerical control of machine tooling, the new facility should be able to increase welding speeds tenfold, Dr. Hettche predicted.

"Although initial emphasis of the new program is on laser welding," he said, "similar savings are expected in other areas of processing, such as cutting, heat treatment, and in areas unique to laser processing, such as surface alloying."

Cosby's Courage

Radioman Third Class Bruce W. Cosby, assigned to the Naval Submarine Training Center Pacific at Pearl Harbor, Hawaii, was recently awarded the Honolulu Police Department's highest citizen's award, the Certificate of Merit, citing his courageous acts in capturing a suspected bank robber.

On Jan. 29, the Aiea Branch of the First Hawaiian Bank was robbed. The suspect, attempting to escape, was chased by a bank security guard.

The guard lost the suspect several times, then spotted him at the foot of the Pearl Harbor ferry landing and called for help.

Hearing the guard's calls, Cosby

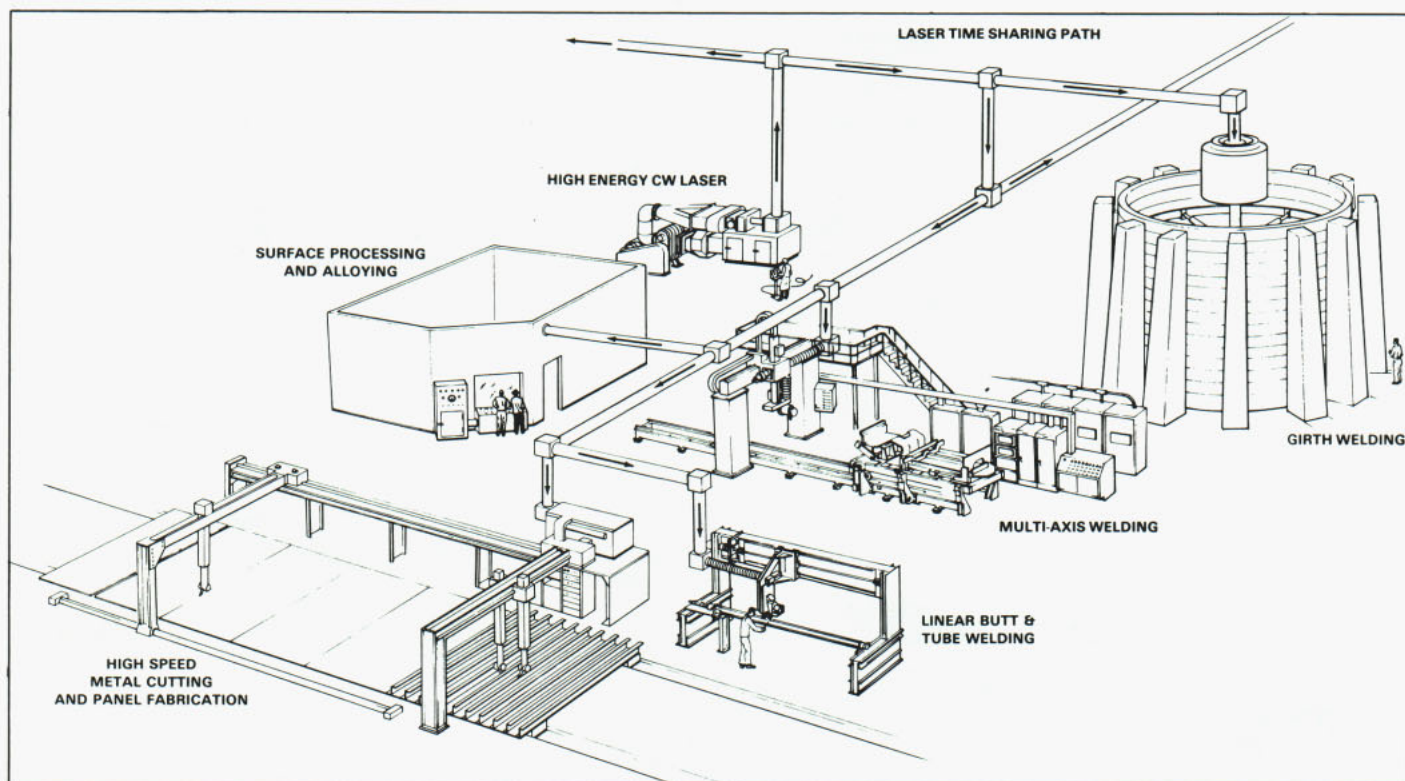
spotted the suspect and also began chasing him. After a struggle, the guard and Cosby caught and restrained the suspect until police arrived.

Well-behaved visit

During its January-February participation in READEX 1-80, a fleetwide training exercise covering a variety of combat threats, the nuclear-powered guided missile cruiser USS *Virginia* (CGN 38) had a chance to visit Curacao, a Dutch protectorate in the Caribbean.

As it pulled into the port city of Wilhelmstadt, *Virginia's* crew manned the rails. The crew later was hosted by the Royal Netherlands Marines, and Mrs. Alta Fowler, U.S. Consul General to the Netherlands Antilles. In return, a number of U.S. and foreign dignitaries were invited aboard *Virginia* for a luncheon and dinner.

When the ship left, the senior military police liaison officer of the Dutch Marines said the *Virginia's* crew was one of the most well behaved he's seen since being stationed at Curacao.



Indiana Recovery

Preserving a Piece of History

Times were good in the Great Lakes region during the 1850s. The area was growing rapidly; thousands of settlers, including many foreign-born, established homes and farms in the region. Detroit and other cities prospered. During the previous decade, rich copper and iron deposits had been discovered in Michigan's Upper Peninsula.

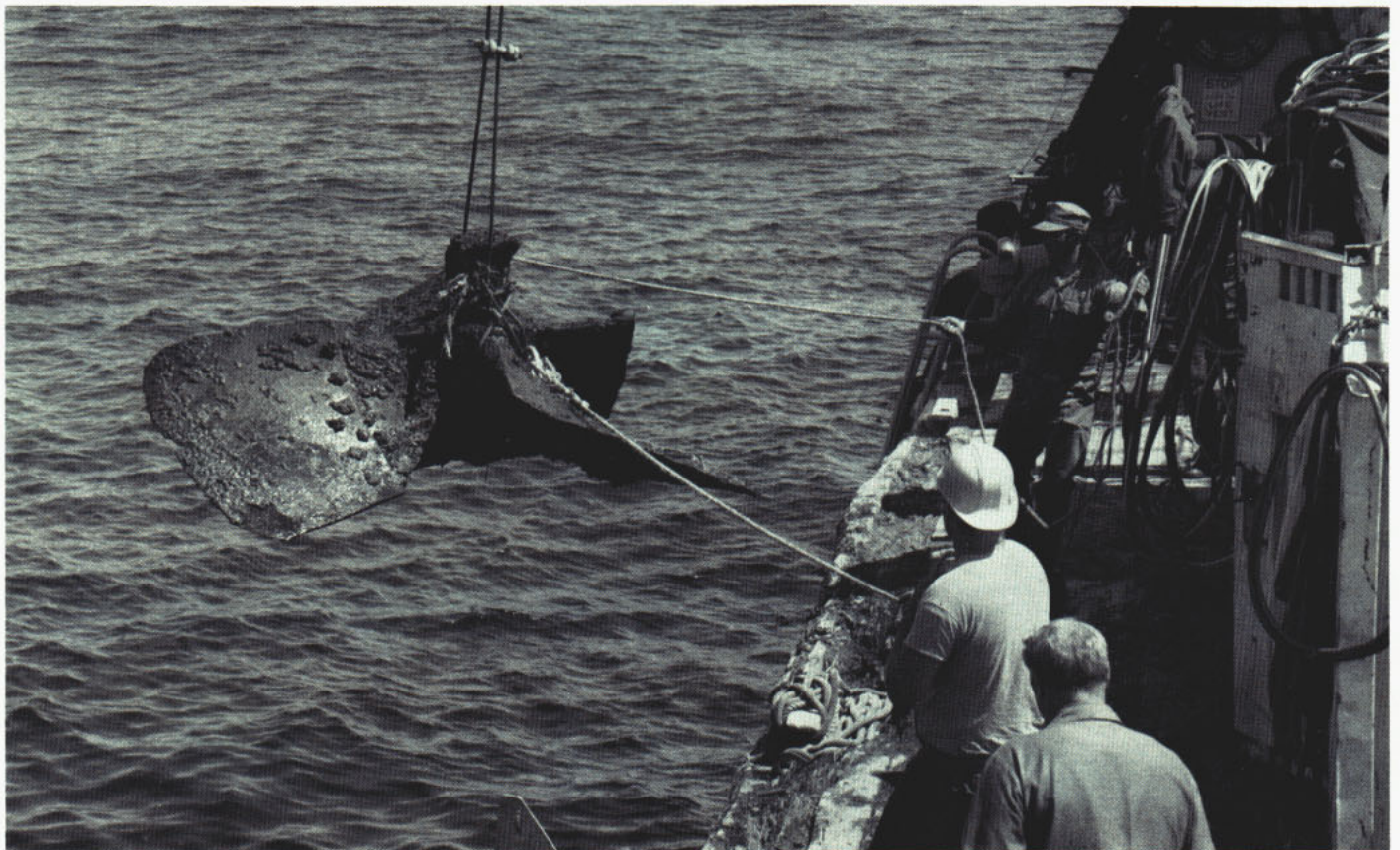
One of the nation's earliest steam-

driven ships, SS *Indiana*, rode high on these times travelling the waters of the lakes. Since her construction in 1848, the wooden-hulled steam ship "travelled to wherever a dollar could be made." Passengers, mining equipment and dry goods were loaded on board *Indiana*, about the size of a modern ocean-going tugboat, for trips to the north country. Later, the propeller-driven vessel, one

of a handful of her kind on the lakes at the time, would return carrying copper and iron ore.

For the *Indiana*, high times lasted only a short while. On June 6, 1858, she made her last voyage.

While carrying a load of iron ore from Marquette, Mich., on Lake Superior, her stuffing box (a chamber holding packing tightly around a moving part to



prevent leakage) broke from the propeller shaft. This, in turn, split the stern post and the ship began taking in water. Soon the water extinguished the boiler's fire and the 21-man crew was forced to take to a small boat. *Indiana* sank about two hours later. She remained undisturbed for 117 years.

Then, in the summer of 1975 a group of Wisconsin divers, using sophisticated electronic equipment and a fish net, discovered a hulk. It was *Indiana*, resting on an even keel on the sandy lake bottom, about 120-135 feet down. The wreckage was in Lake Superior about five miles off Crisp Point. Exploratory

dives revealed that much of the ship's hull remained intact.

The divers filmed their find, capturing details of the old ship's wood framing and planking, her deck arrangement and her machinery. The film also caught glimpses of a strange, square-bladed propeller lying detached at the after end of the wreckage and the unorthodox steering quadrant affixed to the rudder.

This film was viewed by Dr. Richard Wright, a Great Lakes shipping historian from Bowling Green State University in Ohio. Wright recognized the importance of the find. The ship's engine

predates, by 40 years, the earliest existing Great Lakes steam engine; it is also the earliest marine steam engine with a working history existing today in North America. For historians, the primitive powerplant would yield important information about pre-Civil War propulsion systems.

The novel, 2-ton propeller was an original Ericsson (builder of the *Monitor*) screw prop—a sophisticated piece of equipment in those days. This design, used on the *Indiana* and other propeller ships during the 1840s, pushed ships through the water rather than pulling as the more common sidewheel paddle steamers of the day did. Its use increased deck and hold space and greatly influenced design changes.

Dr. Wright asked the Smithsonian Institution in Washington, D.C., for help in the recovery. Smithsonian officials agreed and began coordinating the project, the first underwater salvage operation undertaken for the Smithsonian. Last summer, through joint efforts of the Army Corps of Engineers, the Coast Guard and 30 Navy divers from Harbor Clearance Unit (HCU) Two, Little Creek, Va., and Naval Reserve Harbor Clearance Unit 2-813, Chicago, joined in the operation.

The salvage operation began July 28. The base of operations was Little Lake, a small town in the Upper Peninsula normally visited by only the hardest of tourists. The Army Corps of Engineers supplied the derrick barge *Coleman*, which was located over the wreck. Working days began at 5 a.m., even earlier, and did not end until 10 p.m. when the group returned to Little Lake by boat from the derrick barge.

"An operation like this would normally have taken three to four weeks," said John Stine, Museum of History and Technology specialist and project coordinator, "but with the extremely competent Navy divers and the

(Far left) Raising *Indiana*'s square-bladed Ericsson propeller.

HCU divers prepare to raise artifacts from SS *Indiana*.



Indiana Recovery

personnel of the Corps of Engineers, we were able to complete this in under two weeks."

Harbor Clearance Unit divers, directed by Lieutenant Commander Robert Wells and Master Chief Engineer James Starcher—also a master diver, worked two and three at a time in unpredictable 35-degree water, 110 feet down. The task was dangerous and exhausting; divers could stay on the bottom only 38 minutes at a time.

"The project took a lot of preparation and everything worked fine," LCDR Wells said. "Considering the remoteness of the site, everything went smoothly." There were, however, moments of disappointment.

On August 6 the divers made repeated attempts to raise the engine from the hulk. The crew watched expectantly as the derrick attempted to lift the 5-ton engine, only to see it fail time and again. Too much stress and chafed lines caused the salvage cables to snap. Finally, at 7 p.m., the effort was stopped for the day.

At 3 a.m. the following morning a violent storm hit Lake Superior and Sault Ste. Marie, about 75 miles away.

It was one of the worst in 50 years, with tornado-like winds of over 55 miles per hour and 10-foot high seas. LCDR Wells decided to stay with the barge on a nearby tug, the *Lake Superior*. "I figured if something was going to happen, I had better be there to see it," Wells said. Remarkably, the only aftermath of the storm was that the barge had to be repositioned in the morning.

The recovery effort continued. Al-

ready the steam condenser, hot-water feed, steering quadrant, throttle mechanism and propeller had been raised. Now the decision had been made—if the crew failed to recover the engine that day, the attempt would be abandoned. Stronger lines were attached to the engine. By that afternoon Stine radioed Sault Ste. Marie, "You won't believe me, but the engine is lying here on the deck. It's so beautiful

After 121 years beneath Lake Superior, SS Indiana relinquishes its relics for future generations.





it could make you cry. We're coming in tonight."

The barge carrying the 13-foot tall boiler with the firebox still filled with wood, and other machinery recovered from the *Indiana*, arrived in Sault Ste. Marie the morning of August 8. Crowds of townspeople and tourists who had eagerly followed the *Indiana* salvage swarmed to the dock to see the rusty but well preserved pieces.

"All the pieces looked like they had been crying tears of rust," preservationist Martin Burke said. "But they are structurally in good condition, probably due to the cold waters and lack of salt in Lake Superior." Burke began the preservation process immediately as each piece was lifted from the water. Wooden pieces had to be kept wet until they could be returned to Washington and chemical treatments could begin. Iron pieces were given an initial treatment to inhibit further oxidation.

Local and national news photographers snapped pictures as the pieces

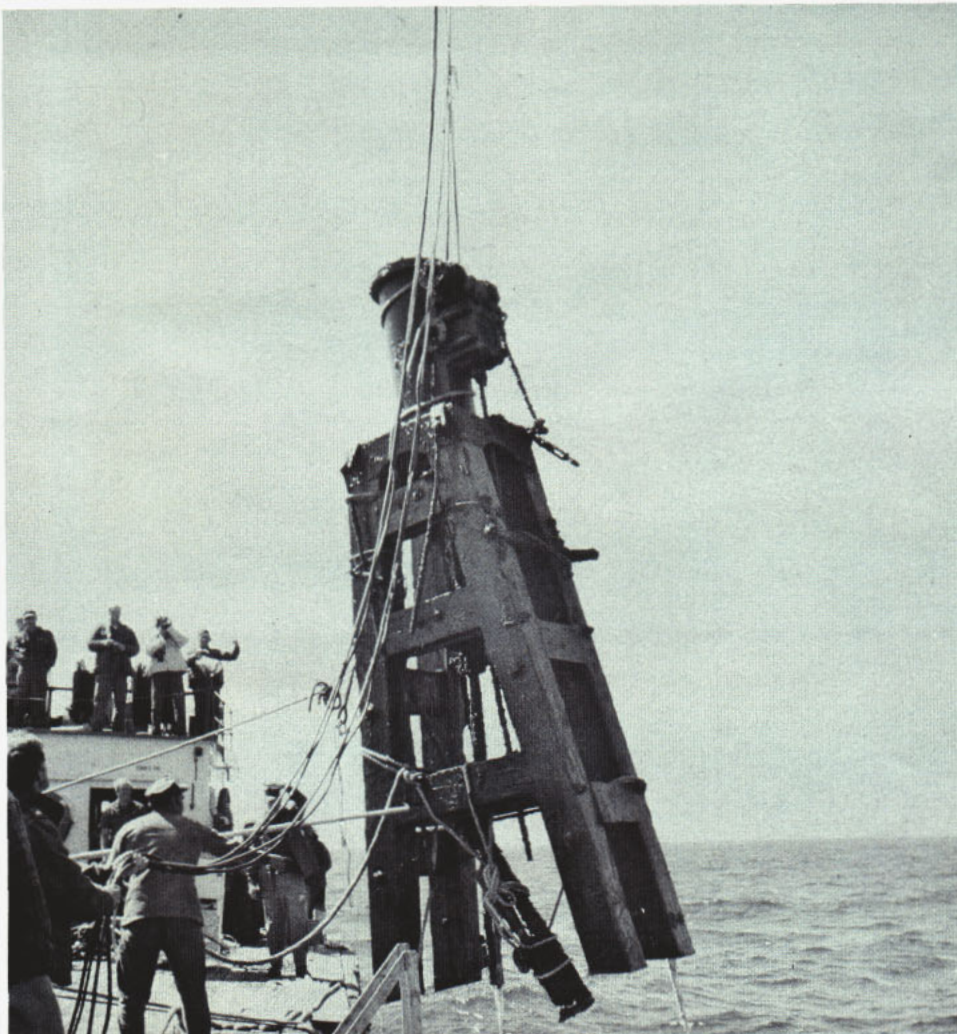
were loaded on flatbed trucks for their trip to the Smithsonian's restoration facility in Suitland, Md. Following restoration, the *Indiana* powerplant will be placed on display in the Museum of History and Technology.

As the last piece was loaded on the truck, Stine said goodbye to the recovery crew. "Now for you, this job is finished," he told them. "You all will go home and it is over. But your children and your children's children will be able to see what you've done when they come to the museum. They will see that your efforts were more lasting."

Leaving the site, the derrick barge *Coleman* and the tug *Lake Superior* sounded their whistles bidding farewell to the crew. It was a sound that would have been familiar to those settlers 130 years ago who were accustomed to hearing SS *Indiana* give a blast of her steam whistle while travelling the lakes.

— Story by JO3 Taralyn Wanderer

— Photos by PHI (DV) David McNair,
PHAN (DV) John Manzano, Kim Nielsen



Midway Battle Group

A Japanese Welcome

The three-ship Midway Battle Group returned to a real, old-fashioned hometown welcome on Feb. 21—even if that welcome was held in Yokosuka, Japan, overseas home port for the group.

The Navy ships—the carrier USS *Midway* (CV 41), the guided missile destroyer USS *Parsons* (DDG 33) and the frigate USS *Knox* (FF 1052)—were welcomed by the families of the men aboard the ships and by a large official delegation. That delegation, headed by Vice Admiral Carlisle A. H. Trost, 7th Fleet Commander, included flag officers of the Japanese Maritime Self Defense Force, and the mayors of both Yokohama and Yokosuka.

This was believed to be the first time in recent memory that an American Battle Group was greeted by mayors of Japanese cities.

The carrier *Midway* set the scene when entering the harbor. She trailed a banner from her stern which proclaimed in Japanese characters, “People of *Midway* Love Japan.”

On extended deployment, the *Midway* group had been operating in the Indian Ocean since last November, having left Yokosuka on Sept. 30. Originally they were scheduled to return to Japan on Dec. 22, in time for Christmas, but world events brought about a change in deployment schedules. The families of many of the men aboard the three ships reside in Japan since the ships are part of the Overseas

Right: The carrier USS Midway (CV 41) opposite: The three-carrier task force—including Midway—during operations in the Indian Ocean.





Family Residency Program and are homeported in that part of the world.

Upon completion of their extended Indian Ocean operation, Admiral Thomas B. Hayward, Chief of Naval Operations, messaged the group, stating they had "...completed an especially important assignment for (both) country and the Navy in a particularly impressive manner of which each officer and man can be justly proud."

He added, "Your high state of overall readiness during this time lends

special confidence and credibility to your presence in the Indian Ocean. Your visible demonstration of American determination was extremely valuable to furthering our national objective of restoring stability in a troubled area....

"Not forgotten is the high number of days all of you have spent at sea, and the time you have spent away from your families during the past year. I join you in hopes that your collective efforts will produce a more stable situation, thereby enabling us to return

to a more normal tempo of ops in the near future."

Japanese news media carried favorable reports of the battle group's return. The men and ships were praised for their efforts in support of Japanese interests in the Indian Ocean region.

A week after the group's return, the Yokosuka Chamber of Commerce threw a "Welcome Home" party for the crews. Several more parties involved U.S. sailors and their Japanese counterparts in the Japanese Maritime Self Defense Force.

Kitty Hawk Battle Group

A San Diego Welcome



A revival took place in Southern California on Feb. 25. It wasn't the tent variety but it did signify a renewal in an institution. It came with the arrival of the six-ship, 7,000-man USS *Kitty Hawk* Battle Group.

The return of these men and their ships not only brought about the joys of reunion with loved ones, but also resulted in a rousing welcome from the local community—the San Diego welcome demonstrated a reawakening of what the Navy means to the entire nation.

Navy ships are often at sea for long deployments and welcoming ceremonies are sort of commonplace. But there was something different and special about this one. There was a heightened sense of excitement and anticipation. Maybe it was because USS *Kitty Hawk* (CV 63) and her escorts—USS *Jouett* (CG 29), USS *Berkley* (DDG 15), USS *Stein* (FF 1065)

Seems like the whole city of San Diego turned out to welcome the Kitty Hawk battle group home—including the mascot of local sports teams and (upper right) Secretary of the Navy Edward Hidalgo who flew in from Washington, D.C.



and USS *Wabash* (AOR 5) were gone for nine long months (*Wabash* went to its home port of San Francisco).

It might have been the thought of combining a homecoming with a belated Christmas celebration. Or it could be that the public appreciated what these sailors and pilots had gone through in maintaining a tense vigil in Middle Eastern waters.

When the "Hawk" and her escorts left San Diego in May 1979, it was thought they would be back home by mid-December. But just a month before their scheduled return, they were ordered to steam in the other direction.

"It was hard to believe at first," said Aviation Boatswain's Mate Third Class

Family members and friends searched for and then found each other in the throngs milling at pierside as San Diego welcomed her sailors home. Below left: Kitty Hawk CO, Captain W. Lewis Chatham, and his family.



Paul Jenkins. "Everyone in the division was on edge. But the captain kept us informed. He explained our mission and it wasn't long before the morale turned completely around."

Captain W. Lewis Chatham was the commanding officer of the *Kitty Hawk*

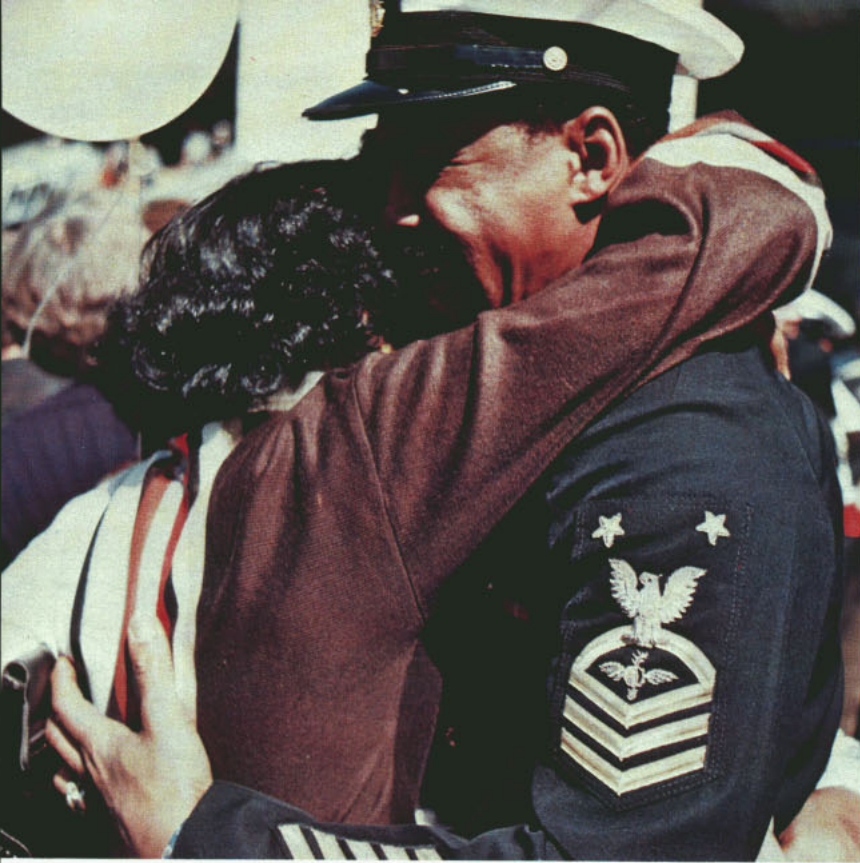
throughout the ship's extensive deployment. He was credited with maintaining a spirit of purpose and high state of morale during those potentially difficult days. "We have a saying," the captain said. "'Be proud, be professional and press on'. That's been our basic philosophy. I told the men that the best team had been sent in to do the job. They understood and they did their jobs exceedingly well."

While in the Indian Ocean and Arabian Sea, the Battle Group remained at the ready for 74 days.

"There were a few times when I asked myself if I could go another day," said Photographer's Mate Third Class Ray Plunkett. "But then a friend would come along and say 'Hey, take it in stride' and that helped."

Another thing that boosted morale was the mail. "We got lots of letters and cards and they weren't just from our families," said Yeoman Third Class Neal Hisgen. "We got a letter from Chicago with 15,000 signatures and wishing us a safe voyage. And the captain read us one from the family of one of the hostages in Iran. It was really touching."





Kitty Hawk isn't scheduled to deploy again until early next year. But when asked how they would feel about another long deployment, if it came in the near future, all three men said they would go if duty called.

The men of the *Kitty Hawk* Battle Group completed their mission in late January. After being relieved by the USS *Nimitz*'s Battle Group, the "Hawk" and her sister ships began the long journey home.

The day for the *Kitty Hawk*'s return couldn't have been better. The weather was perfect. If the ships had returned just a few days earlier, they would have been greeted by the torrential rains that drenched Southern California and caused considerable flooding. But Mother Nature chose to smile this time.

Before the ships entered the San Diego harbor, a group of dignitaries arrived aboard the ships by helicopter; first stop was *Kitty Hawk*. First to arrive was the Secretary of the Navy, Edward Hidalgo, accompanied by Vice

Admiral Robert F. Schoultz, Commander Naval Air Forces Pacific Fleet, and Vice Admiral Lee Baggett Jr., Commander, Surface Force, Pacific Fleet. A large contingent of civic leaders and Navy League officials from San Diego County was led off their helo by a bird of another feather—"the San Diego Chicken," colorful "mascot" of San Diego sports teams—who has become a kind of unofficial ambassador of good will.

Secretary Hidalgo spoke to crew members assembled on *Kitty Hawk*'s hangar deck. He told them how "deeply, movingly proud" he was of them. "You have been the cutting edge of our military strength. You have implemented our foreign policy and have given evidence of the flexibility of the Navy and Marine Corps team."

In an allusion to recent American

Welcome home hugs and brightly colored balloons added to the sense of excitement.



successes in the Winter Olympics, the secretary added, "You men have earned more than 100 gold medals for America."

Upon entering the harbor, hundreds of crew members manned the rails and witnessed a scene that may not have been duplicated since V-J day at the end of World War II. At observation points along the channel, high school bands could be heard rendering musical salutes. Fireboats were all about and pleasure craft bobbed in the water. Over all this flew still more helicopters, some ferrying supplies to the ships and others carrying television crews.

Turner's Ship

"The *Hawk* is MY ship," said Lieutenant Commander Jack Turner, and few would dispute his statement. Turner, administrative assistant and executive department head aboard USS *Kitty Hawk* (CV 63), is serving his third tour on the Pacific fleet carrier.

"*Kitty Hawk* is a good ship," said Turner. "I've been proud to serve on her in the past and I'm proud to serve on her now."

His first tour aboard *Kitty Hawk* was from April 1966 to Sept. 1968 as a warrant and chief warrant officer serving as personnel officer. Turner's second tour, from March 1972 to July 1974, as a lieutenant (junior grade) and lieutenant, was spent as administrative assistant, postal officer and "X" division officer. Now, a newly promoted lieutenant commander, Turner serves as a department head with five division officers working for him.

The commander enlisted in the Navy in 1954 and became a yeoman. He advanced to chief petty officer, then became a warrant officer in 1966 and accepted a commission in 1968.

"I've had 10 other duty assignments with several between my hitches on *Kitty Hawk*. But who can be more comfortable on the job and on the ship than someone who's been here three times?"

Well-wishers jammed the piers at both the 32nd Street Naval Station and the North Island quay. Some of the people waiting were singing or chanting; others carried colored balloons or Christmas stockings. Homemade signs popped up everywhere. Many of them were made months before, when the Battle Group was first expected home: "Welcome home daddy," "New mothers congregate here," and "I'm a *Jouett* kid".

Christmas trees also dotted the piers and Santa Claus even took time out to make an out-of-season visit. He was probably a little warm in his red velvet suit with the unseasonal 80-degree weather.

But the best Christmas present of all wasn't from Santa. It came when the ships lowered their gangplanks. Surprisingly, the first man down the brow of *Kitty Hawk* was CAPT Chatham. "I'd never done that before as a commanding officer," he said. "But given

what we had been through and being the leader of the 'Press On Gang,' I felt it was right."

Perhaps the San Diego Chicken best expressed the feelings of all when he got down on his knees and "pecked" the ground. It was great to be back.

One local newspaper said it best: "These ships are back from a long detour that carried them across the Indian Ocean when the hearts of all aboard were turned toward home. Other ships from San Diego will take their place in a part of the world where no one can predict what will happen next. And after yesterday's scene at the waterfront, we can be sure that, come what may, San Diego will be with them all the way."

—Story by LT Ray Nielsen
—Photos by PH1 John Greenwood
PH1 Robert Swan
Dave Wilson, JO1 Tim Lewis
PH2 Fell Barbanti





USS San Jose

These Guys Never Quit

A task group consisting of one aircraft carrier, escorts and other supporting ships on a 60-day Indian Ocean cruise will consume more than two-and-a-half million eggs, hundreds of tons of assorted meats, thousands of pounds of coffee, and nearly a half-million cans of soda. Hardworking American sailors are famous for their ability to put away mountains of food during a single day.

If tons of fresh, frozen, dry, and dehydrated foods are consumed daily by the men of the task groups, then resupply efforts must also be enormous, especially in the Indian Ocean where there is a conspicuous lack of supply support facilities. The answer for the problems of supply and demand for this task group during its recent Indian Ocean operations was the USS *San Jose* (AFS 7).

San Jose, a nine-year-old fast combat stores ship (AFS class), was designed to provide a multitude of services to warships that remain on station. Commanded by Captain Jerry Johnson, the *San Jose* and its crew do just that as a matter of routine.

With an overall length of 581 feet and a width of 79 feet, *San Jose* has a

total cargo storage space in excess of 596,000 cubic feet. In terms of square feet, it has the capacity of more than seven football fields. Fleet units look upon it as their local supermarket, office supply store, machinery parts outlet, clothing shop, and gas station rolled into one. Supplying everything from lobster to paper clips, electronic components to jet engines, the *San Jose* proves that "service to the fleet" is not merely a slogan, it is a fact of life.

"The Indian Ocean is a relatively new frontier for United States naval operations of this scale," said CAPT Johnson. "The situation in this area precludes deployed units from making routine port calls and replenishment stops. That's where we come in. The *San Jose* team and our sister ships of the Mobile Logistic Support Force (MLSF) are the means of support for any task group operation here."

A combat stores ship is the result of many years of underway replenishment (UNREP) research. New concepts such as standard tensioned replenishment alongside method (STREAM) use a ram-tensioned wire highline and trolley to increase the speed and efficiency of conventional replenishment to customer ships. An automated propulsion system enables the bridge watch to control the

main engines by simply turning a hand-wheel, allowing a greater margin of safety during many hours' steaming beside receiving ships. While deployed, *San Jose* embarks an air detachment and their birds, two CH-46D *Sea Knight* helicopters. These aircraft provide fleet commanding officers with versatility and resupply options that were previously only a dream.

With all the revolutionary UNREP technology incorporated in *San Jose*, the key to its successful operation, according to CAPT Johnson, is teamwork.

"Our capabilities require a special kind of teamwork and leadership," he said. "Our boatswain's mates work side-by-side with machinist's mates and electricians to keep the UNREP gear in perfect working order. The man driving a forklift during a replenishment may be a storekeeper, an engineman, or one of the ship's barbers. Given the nature of our mission, my idea of teamwork is when that hotline lands across our bulwarks, you may find a gunner's mate there pulling with a boatswain's mate.

"It's nothing to see our galley crew on deck in the middle of the night with a hotcart loaded with chili dogs, hot soup, and jugs of coffee. These guys appreciate each other's effort toward a com-

San Jose crew members prepare their ship with new paint and a full hold of provisions.

USS San Jose

mon goal, and they take pride in their accomplishments."

Nowhere is teamwork more obvious than in the supply department. Made up of 120 men, it's the largest department on board. The supply officer, Commander Robert Dickinson, is proud of his department. "From the division chiefs down to the seamen working in the holds, these guys never quit," said the commander. "They seem to sense the urgency of the situation here and respond accordingly."

The "urgent situation" referred to by Dickinson was the recent events in Iran and the response to those events by the task group. After conducting normal operations for almost a month, the task group was approaching the end of its visit to the Indian Ocean. *San Jose* had anticipated steaming to Singapore for a

load of fresh vegetables, fruits, and milk and then rendezvousing with the task group for one last replenishment en route to Subic Bay. As the situation near the Persian Gulf grew more unstable, the ships were ordered to steam into the Arabian Sea rather than the Straits of Malacca. Thus was created the problem of resupplying a task group which would operate indefinitely thousands of miles from the nearest U.S. Navy supply depot. Also created was the immediate opportunity for the crew of *San Jose* to do what they do best: provide services to the fleet in a timely, efficient manner.

Every operation aboard moved into high gear. Endless hours of training paid handsome rewards. Engineers provided the power for a rapid trip from Karachi, in Pakistan, to Diego Garcia.

STREAM division men fussed over their winches—they didn't want any delays because of mechanical failure. Air Force cargo aircraft flew parts, provisions and supplies to Diego Garcia, and the supply department made preparations for the massive job of loading this air shipment aboard *San Jose* using the ship's helicopters rather than the usual dock-side flatbed trucks and cranes.

"We processed over 800 fill item requisitions in a little over four hours and radioed them to the Subic Bay Naval Supply Depot," said Chief Storekeeper John Loomer. "That many stores, if delivered in the normal manner, would equal a week of loadout at pierside."

The Naval Supply Depot at Subic Bay responded with the efficiency that has earned them their reputation. The mission: to process the 800 requisitions



as soon as possible and move more than 200 tons of cargo to Diego Garcia, more than 3,500 nautical miles away. The solution: enlist the aid of U.S. Air Force C-5A and C-141 transport planes, stuff their cargo spaces with pallets of supplies, and dispatch them to Diego Garcia.

Awaiting the arrival of the huge aircraft were Lieutenant Commander Greg Netzorg and the men of Helicopter Support Squadron Three, Detachment 105, from North Island Naval Air Station and currently deployed aboard *San Jose*. As officer-in-charge of the detachment, LCDR Netzorg is justly proud of his men and machines.

"Without a doubt, our pilots, aircrewmen, and maintenance team are what make this detachment so effective. One of these is Chief Aviation Machinist's Mate 'Pappy' Jenkins, who entered the Navy in 1941, made chief in 1946, and is one of the oldest and most experienced aircrewmen of flight status. Pappy knows a lot about these helos."

Flying the two *Sea Knight* helos, the air detachment logged 28 hours of flight time in two days, performing required maintenance between flights. It took 181 helo lifts to move more than 208 tons of cargo from Diego Garcia to *San Jose*, anchored in the harbor. Working parties in rotating shifts labored under the tropical sun unloading cargo as fast as the giant Air Force planes could land and shut down engines.

Aboard ship, forklift drivers, their skills sharpened by miles of maneuvering in semidarkness on rolling decks, seldom allowed a pallet to remain on the deck more than a few seconds before scooping it up. The relentless pace was broken only by weary, sunburned sailors stopping momentarily for water or a sandwich. The material was eventually stowed aboard and *San Jose* was under way again.

For the men who had performed their rugged duties during the resupply evolution, holiday routine was declared for the following day, and the men relaxed.

As some enjoyed their well-earned rest, others tallied the score. In the ship's post office, Postal Clerk (PC) First Class C. R. Brown and PC3 Jim Killinger were amazed to learn they handled more than 46,000 pounds of air mail and parcel post since the operation began. Lights were still burning in the supply office as SK2 Charles Landes added the total tonnage received and transferred since departing Singapore a month earlier. He passed the word that his figures reflected in excess of 1,175 tons of cargo.

In addition to cargo and mail, *San Jose* had been host to more than 300

transient personnel en route to or from the task group. Cots and mattresses were placed in the crew's lounge and other areas designated as emergency bunk spaces to house these "passengers."

Recent events proved that a large naval force can be maintained at a high peak of readiness while on station. One of the vital keys to this success is the combat stores ship. The versatility, speed, and efficiency demonstrated by USS *San Jose* while operating in the Indian Ocean seemed like magic—AFS 7 magic, in fact.

—Story by MSCS John T. Sparks Jr.

—Photos by PH1 Bill Weissleder.



On board *San Jose*, supply department sailors transfer frozen, chilled and dry cargo below decks as fast as the crane operators can move

Decommissionings

A Nautical Dozen

With the *Spruance*-class destroyer and the *Virginia*-class cruiser entering the fleet, a new generation of missile-armed surface warships is replacing the old-timers that upheld our nation's interest on the seas for almost half a century.

Packing the latest in the U.S. Navy's missile arsenal, the new order of warships treads in the shadow of a dozen men-of-war that first cut their teeth on naval gunfire and then wrote the instruction book on naval missilery.

The last three converted conventional cruisers and nine *Gearing*-class destroyers will have ended their active service by the end of this fiscal year. Those 12 war veterans are USS *Chicago* (CG 11), USS *Oklahoma City* (CG 5), USS *Albany* (CG 10), USS *Agerholm* (DD 826), USS *Hollister* (DD 788), USS *Higbee* (DD 806), USS *John R. Craig* (DD 885), USS *Meredith* (DD 890), USS *Hamner* (DD 718), USS *Myles C. Fox* (DD 829), USS *Charles P. Cecil* (DD 835), and USS *Hawkins* (DD 873).

Each ship left its signature in the logbooks of naval history. Launched and commissioned between 1943 and 1946, these old warriors steamed through World War II, the Cold War, Korean War, Vietnam War, and various other



The guided missile cruiser USS Chicago (CG-11). Opposite page top: Sailors holystone the teakwood main deck of the guided missile cruiser USS Oklahoma City (CG-5). Bottom: USS Oklahoma City.

international crises of the '50s, '60s, and '70s.

World War II cruisers

USS *Chicago*'s decommissioning marks the end of 91 years of naval service by four ships bearing that name.

It was commissioned CA 136 on Jan. 10, 1945. *Chicago* received its baptism under fire during the Navy's assault against the Japanese mainland. In July

1945, *Chicago*'s crew and its guns supported carrier strikes against Tokyo and surface bombardments against major railways and industrial areas. Later that year, it served as one of the first naval occupation units engaged in demilitarizing adjacent ports.

After three years of service, *Chicago* was placed out of commission. But with trouble brewing in Indonesia and cutbacks in the Navy's shipbuilding programs, *Chicago* was reclassified CG 11 on Nov. 1, 1958 and its conversion to a guided missile cruiser began in 1959. More than 25 acres of blueprints were used in the conversion of *Chicago* from a conventional World War II era heavy cruiser to the "world's most powerful guided missile cruiser."

The ship's original eight-inch guns and other conventional armament were replaced with a new source of firepower—the TALOS and TARTAR guided missiles along with antisubmarine rockets and torpedoes. During the next 16 years, *Chicago* made nine Western Pacific cruises including taking up station along the coast of Korea after the seizure of USS *Pueblo*. The

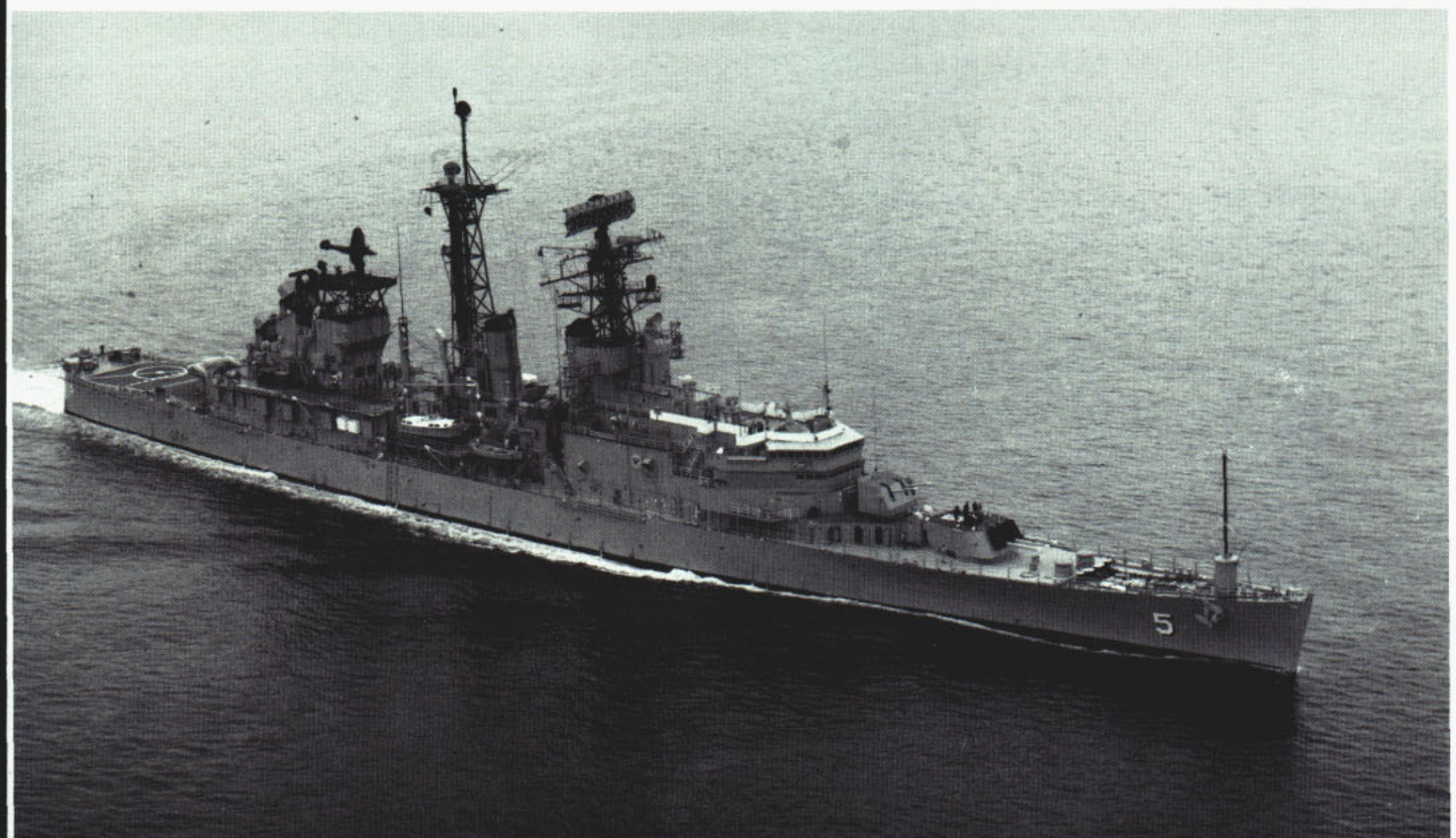
ship served off the coast of Vietnam and supported the mining of Haiphong Harbor.

Ten years ago, *Chicago* reaped the first gold "E" in naval history for five consecutive years of missile excellence. *Chicago*'s missile teams continued the tradition every year after that by winning 11 consecutive missile excellence "Es"—to date, a record unsurpassed.

Last of the Navy's big-gun World War II cruisers, the *Oklahoma City*, was commissioned CL 91 on Dec. 22, 1944. It was reclassified CG 5 on May 21, 1957, when its conversion to a guided missile light cruiser began.

Oklahoma City first saw combat during the Okinawa Campaign and later during naval action against the Japanese home island. In 1947, "Okie City" was retired to the reserve fleet.

After almost a decade in mothballs, the cruiser was brought out of retirement. It underwent extensive conversion and became the first ship in the fleet with a shipboard missile system. However, not all the big guns were



A Nautical Dozen

removed; sitting forward, near the bow, was a massive six-inch 47-caliber mount with three huge barrels. Another World War II souvenir was also left—6,000-square feet of teakwood main decking, making it the last Navy combatant with a wooden deck.

In 1963, *Oklahoma City* began its first tour off Vietnam, providing gunfire and air defense support for U.S. and South Vietnamese troops. When the level of fighting increased, it began spending more and more time in the South China Sea as flagship of the 7th Fleet. Participation in the conflict ended in April 1975 during "Operation Frequent Wind" (the fall of Saigon) when 12 helicopters alternately landed on and took off from *Oklahoma City's* flight deck off-loading a total of 154 U.S. citizens and South Vietnamese refugees.

For 11 years, *Oklahoma City* and its crew had served as 7th Fleet's flagship once permanently assigned to the job in 1968; the ship was homeported in Yokosuka, Japan.

...

Paid for by war bonds bought by the citizens of Albany, N.Y., USS *Albany* (CG 11) was built at a cost of \$40,000,000. From 1949 to 1956, it made five Mediterranean cruises and carried out normal rotation between the 2nd and 6th Fleets.

Following a four-year conversion, *Albany* served as the flagship for Task Force 65 in 1966 which was engaged in the recovery of a nuclear bomb lost during a mid-air collision of a U.S. Air Force bomber and an inflight refueling tanker off the coast of Spain. After the bomb was recovered, *Albany* and crew returned to normal duties with the Atlantic Fleet until 1976 when it became the 6th Fleet flagship.

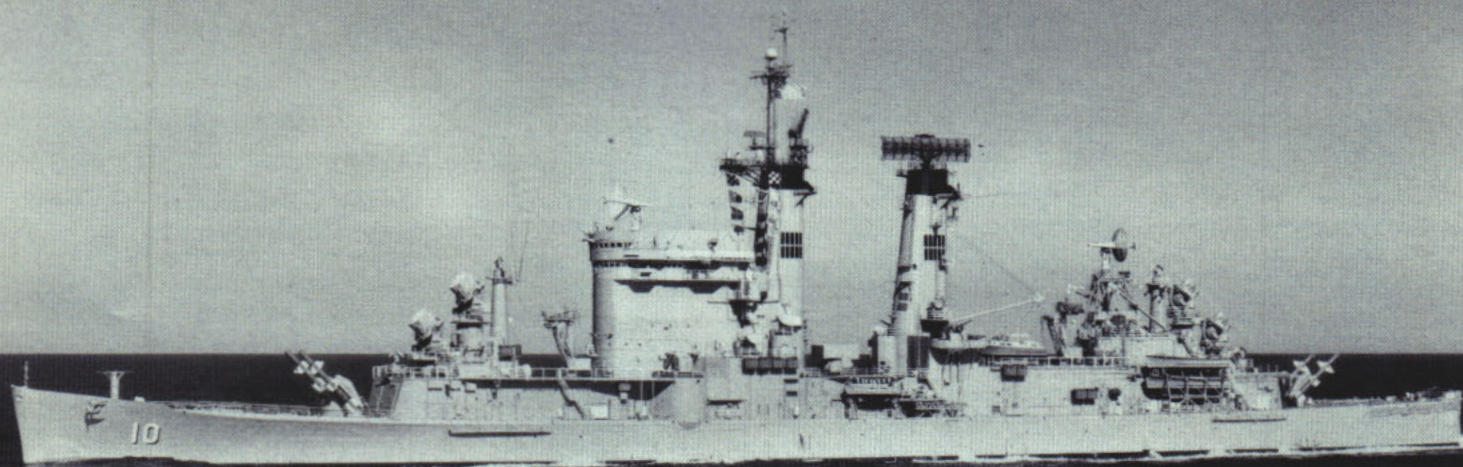
Gearing-Class Destroyers

The nine retiring *Gearing*-class destroyers represent the ultimate World War II development of the American destroyer, when con-

structed, incorporating lessons learned in the Pacific war. In the later stages of that war, the Navy developed these ships as radar picket destroyers, a change brought about because increased aircraft speed and suicide bombers demanded the earliest possible warning of approach.

Only four of the nine ships saw action during the closing days of World War II. The *Hawkins*, *Myles C. Fox*, *Higbee*, and *Charles P. Cecil* screened Navy carriers as planes undertook

The destroyer USS Higbee (DD-806). Bottom: The guided missile cruiser USS Albany (CG-10) underway in the Mediterranean. Opposite: The destroyer USS Hawkins (DD-873) refueling.



heavy air attacks against the Japanese mainland. Afterward, they assisted occupation forces and patrolled the coastline.

Before reporting to the war zone in 1945, *Charles P. Cecil* operated as part of Joint Task Force One which conducted atomic bomb tests on Bikini. By the end of 1946, the remaining *Gearing*-class destroyers entered the fleet and proceeded to the Pacific and Middle East as the Cold War escalated.

While on patrol in the South China Sea in 1947, *Myles C. Fox* and *Hawkins*, with the British escort HMS *Hart*, rescued the crew and passengers of SS *Hong Kheng* after the passenger ship ran aground on Chilang Point, some eight miles north of Hong Kong. Six motorboats, two from each warship, made 76 trips to rescue the 1,800 survivors.

The destroyers next turned their gunfire against invading North Korean forces as war broke out on the peninsula. Six of the destroyers supported ground troops in South Korea and provided screening for the 7th Fleet Carriers of Task Force 77 during the war. The *Agerholm*, *Hollister*, *Higbee*, *Hamner*, *John R. Craig*, and *Hawkins*

all patrolled the seas around Korea until the 1953 armistice.

The *Hollister*, *Higbee*, and *Hamner* provided the U.S. Marines with gunfire support during the famous landing at Inchon in mid-September 1953.

There was little rest for these veterans after the Korean conflict. They began the famous Formosa Patrol as Communist Chinese forces fought the Nationalist Chinese.

In late January 1955, the *Agerholm*, *Hollister*, and *John R. Craig* joined other 7th Fleet units in the evacuation of Nationalist forces from Tachen Island as the Communists overran the country.

Action shifted to the Middle East in 1956 as the *Charles P. Cecil* and *Hawkins* patrolled the eastern Mediterranean after the Suez Crisis.

The Middle East continued to be a hot spot as the *Meredith* served with the Middle East Force off the Euphrates Delta area after the Iraqi revolution of July 15, 1958.

During the early '60s, most of the *Gearing*-class destroyers underwent conversion under the Fleet Rehabilitation and Modernization (FRAM) Program designed to improve fighting

capabilities and lengthen the life span of the ships.

The '60s also saw these destroyers supporting U.S. troops in South Vietnam as the country erupted into war. They assisted the U.S. Space Program through the unmanned flights and the manned Mercury, Gemini, and Apollo flights.

Yankee Station became a well-worn stretch of ocean for seven of these destroyers: *Agerholm*, *Hollister*, *Higbee*, *Hawkins*, *Hamner*, *John R. Craig* and *Myles C. Fox*. They shared the load of supporting U.S. and South Vietnam forces during the war.

In 1962, with the Cuban missile crisis, President Kennedy ordered a blockade of Cuba; *Hawkins* and *Charles P. Cecil* pulled the duty. While on the Cuban Quarantine Line, *Charles P. Cecil* made radar contact with a Russian submarine and, with assistance from two Navy P2V *Nep-tune* patrol planes, held the contact for 34 hours until the submarine surfaced and then they shadowed it for two more days.

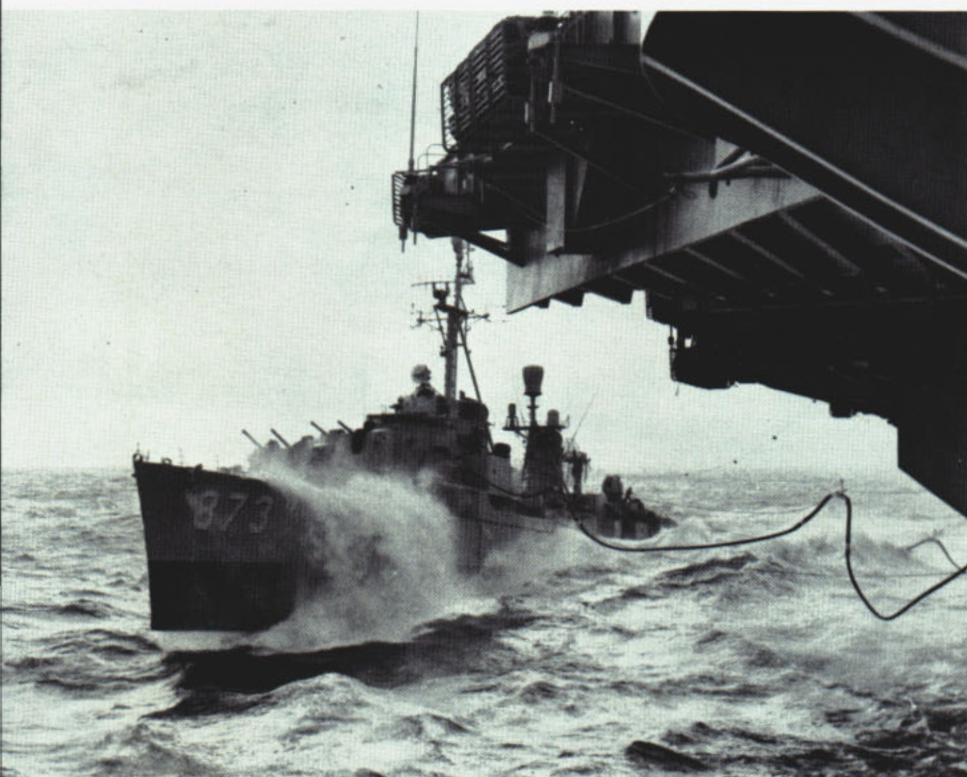
The crew of *Myles C. Fox* demonstrated their shipboard fire-fighting skills while on patrol in the eastern Atlantic in 1966. The ship received a distress signal from the merchant freighter M/V *Palma* of Swedish registry. Firefighting teams from *Fox* boarded the freighter and combated a fire in its main hold. The sailors fought the fire for three days and only after fresh teams from the *Charles P. Cecil* and *Caloosahatchee* joined *Fox*, was the fire finally brought under control.

The nine *Gearing* destroyers continued their deployments throughout the world. When Saigon fell, the veterans adjusted to the new life of peace by continuing their overseas cruises.

Hollister became a television and movie star in 1976 with roles in an episode of "The Six-Million-Dollar Man" and the movie, "Airport '77."

These old warriors faded away as their service to our nation ends. Their jobs are filled by the warships of a new generation.

— Story by JOI James R. Giusti



NAVETS

Coming Back In

While some sailors leave the Navy for a variety of reasons, there's a surprising number of prior-Navy people who are coming back. When Navy veterans (NAVETS) reenlist, many of them think they are one of only a few who have chosen to return to active duty. But when they arrive at Naval Training Center (NTC) Orlando, Fla., NTC San Diego, Calif., or NTC Great Lakes, Ill., they soon discover otherwise. It's not unusual for returning veterans to find 60 or 70 other NAVETS at the training center waiting to process back in, too.

"We get people mostly from the Southeast," said Doug Sproles, who has worked with Orlando's NAVETS program for almost six years. "But if a guy out West reenlists for guaranteed orders to say, Jacksonville, Fla., he'll be sent here rather than to San Diego."

Orlando processes an average of 70 NAVETS a month and, according to Sproles, that number runs pretty much the same from year to year.





"Most of our NAVETS are E-4s," he said. "There are a few chiefs and a few E-1s and E-2s. Some are people who got out on a hardship discharge, women who got out because of pregnancy, and reservists who want to convert to active duty. We don't break down the figures according to rank or sex, but I would say maybe 20 percent are women."

Like the other NTCs, Orlando reestablishes personnel, medical, dental and financial records for people coming back in. New uniforms are issued to those who've been out for more than 90 days. Reorientation may include lectures on the Code of Conduct, Uniform Code of Military Justice, and Drug and Alcohol Awareness.

The orientation, outfitting and classification process usually takes about two or three weeks. It may take longer if there is a delay in processing orders, although some NAVETS receive orders to their first duty station during the first week. When orders come in, personnel are usually processed within 24 hours,

except those awaiting port calls to overseas duty stations.

While awaiting orders, NAVETS are assigned on a day-to-day basis to various NTC departments, such as public works, shore patrol, clothing issue, or other activity. These daily duty assignments reacquaint NAVETS to active service, as well as help pass the waiting time productively and quickly.

Personnel live in transient quarters, although some NAVETS whose families live in the area may spend their nights and weekends at home. Many NAVETS bring their cars, civilian clothes and other personal possessions when they come to the NTC.

Orlando's NAVETS Coordinator Chief Mess Management Specialist James K. Adams said prior-service people are easier to work with. "A lot of men and women who get out after 10 or more years' service realize that's a long time to waste or ignore; they decide to finish their 20 years. There's rarely any discipline problem with these people. They're all highly motivated."

Why does a Navy vet decide to reenlist?

Aviation Support Equipment Technician (Mechanical) Second Class Dave Horn, who reenlisted after 14 years as a civilian, had a typical answer: "I was just getting bored."

Hospital Corpsman Doris Barry said, "I was going to be laid off. Now I have a secure job, and I can go on with schooling."

Most reasons NAVETS give for coming back relate to job security—they can't find a good job, they've been laid off or they're stuck in a deadend job. Others find that despite a fairly well-paying job and adequate insurance coverage, life on the outside lacks the adventure and challenge that they remember.

Whatever the reasons for their return, the NAVETS who pass through centers like Orlando all have something in common. They're in a hurry to get back to their job ratings and go to work.

—Story by JO2 Patricia E. Neal

—Photos by PH2 Rene Pearce

Both are NAVETS



Mail Buoy

Titles Count

SIR: Every time I have seen a reference to the late Admiral Mountbatten in *All Hands* his title has been incorrect. His correct title was Admiral of the Fleet the Earl Mountbatten of Burma, or Lord Mountbatten. He has not been Lord Louis Mountbatten since 1946 when he was given the title Earl Mountbatten of Burma by King George VI. The title "Lord" with the first name is reserved for otherwise untitled younger sons of dukes and marquesses. —FTM1 Robert W. Jewell.

Experts Only

SIR: In your article concerning the snowmobile skills of Airman Scott Eilertson in your January 1980 issue, he was quoted as saying that, "(Snowmobile) jumping was a dying sport in the United States." Perhaps you should have pointed out that it can still be a dying sport for those who attempt it with qualifications less than those of Scott.

—LCDR R.C. Wood.

• *On reflection, it was a rather poor choice of words when we referred to snowmobile jumping as a "dying" sport, but we trust the readers will recognize the danger in such a sport and leave it to the experts.* —ED.

Reunions

• **USS Fletcher (DD 445)**—Reunion June 5-7, 1980, Biloxi, Miss. Contact O.H. Hen-

derson, 111 Townley Court, Madison, Tenn. 37115.

• **Seabees**—NMCB Nine reunion June 21, 1980, Port Hueneme, Calif. Contact Donald Thomas, 631 West Pleasant Rd., Oxnard, Calif. 93030.

• **OCEANDEVRON Eight (VXN 8)**—Sixth annual World Traveler's Ball at NAS Patuxent River, June 28, 1980. Contact LCDR D. L. Gagliardi, VXN 8, NAS Patuxent River, Md. 20670.

• **NAS Lincoln, Neb.**—Reunion July 5, 1980. Contact Clarence J. Nelson, 4200 Cornhusker Lot 9, Lincoln, Neb. 68504.

• **Natoma Bay Association**—Reunion July 11-12, 1980, San Diego, Calif. Contact Bill Stringer, P.O. Box 251, Kimberly, Ala. 35091.

• **Mine Division 54**—Reunion July 18-20, 1980, Anaheim, Calif. Contact P. E. Nelson, 5022 Howard Avenue, Los Alamitos, Calif. 90720.

• **USS Pittsburgh (CA 72)**—Reunion July 1980, Pittsburgh, Pa. Contact J. C. Ayers, Box 74, Wildwood, Ga. 30757.

• **USS Cassin Young (DD 793)**—Reunion being planned aboard ship. Contact Ralph J. Cidlevicz or Anthony J. Marra in care of Boston National Historical Park, Charleston Navy Yard, Boston, Mass. 02129.

• **USS Shaw (DD 373)**—Reunion for former crewmen. Contact E.E. Ness, 1900 N. Serrano Ave., Los Angeles, Calif. 90027.

• **Fleet Radio Unit Pacific (FRUPAC)**—Reunion August, 1980. Contact Alan Dombro, 7012 Horrocks St., Philadelphia, Pa. 19149.

• **Patrol Squadron Four (VP-4)**—Reunion in the fall of 1980 for members serving

between 1958-1965. Contact Bob Zafran, 1350 G. Roadrunner Terrace, Sunnyvale, Calif. 94087.

• **USS Mt. Vernon (AP 22)**—Reunion in Reno, Nev., Sept. 1980. Contact L.A. Pugh, 190 Carlsbad Circle, Vacaville, Calif. 95688.

• **USS Anzio (CVE 57)**—Reunion Sept. 3-5, 1980, in Osage Beach, Mo. Contact Paul W. Swander, 1741 N. 10th St., Terre Haute, Ind. 47804.

• **USS Emmons (DD 457/DMS 22)**—Reunion in Sept., 1980, in Wrightsville, N.C. Contact David Jensen, 87-26 259th St., Floral Park, N.Y. 11001.

• **USS Quincy (CA 39/CA 71)**—Reunion in Boston, Mass., Sept. 19-21, 1980. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• **USS Alcor (AG 34/AR 10/AK 259)**—Reunion Sept. 26-28, 1980, in Baltimore, Md. Contact James Ruckle, 4301 Greenhill Ave., Baltimore, Md. 21206.

• **USS Brooklyn (CL 40)**—Reunion Oct. 2-6, 1980, in Philadelphia, Pa. Contact Conrad A. Wickham, 18 S. Buck Lane, Haverford, Pa. 19041.

• **USS Miami (CL 89)**—Reunion Oct. 10-12, 1980, in Wakefield, Mass. Contact Stanton C. Richardson, 5507 Limeric Circle, Apt. 46, Wilmington, Del. 19808.

• **USS Manning (DE 199)**—Reunion Oct. 17-19, 1980, in Evansville, Ind. Contact Denzel J. Skerven, 1921 Lincoln St., Wisconsin Rapids, Wis. 54494.

• **USS Taylor (DD 468)**—Reunion Oct. 18, 1980, in Torrance, Calif. Contact John Kinder, 307 W. Enos Dr., Santa Maria, Calif. 93454.



"What do you think about the new fuel efficient plane?"



"Okay, I guess, but . . ."



"Will it keep pace?"

Stern Shots

The many colored jerseys worn by crewmen on a Navy aircraft carrier may seem a bit confusing to some. However, each flight deck crewman wears a colored jersey to indicate his specific job on deck. See if you can match the color with the job.



- | | | |
|---------------------------|-------|----------------------|
| 1. Yellow | _____ | A. 'Worker bees' |
| 2. Blue | _____ | B. Hospital corpsman |
| 3. Red | _____ | C. Fueling crew |
| 4. Green | _____ | D. Crash crew |
| 5. Brown | _____ | E. Aircraft spotters |
| 6. Purple | _____ | F. Catapult crew |
| 7. White with a red cross | _____ | G. Plane captain |

Answers: 3-B; 2-A; 1-G; 4-F; 5-D; 6-C; 7-E

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Indian Ocean Battle Groups Return

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